



RESOLUTION ADOPTING A SUPPORT POSITION ON ASSEMBLY BILL (AB) 2828  
(FRIEDMAN) AND A CONDITIONAL SUPPORT WITH AMENDMENTS POSITION ON AB  
2824 (BONTA)

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 and recommended adopting a new support position  
on AB 2828 (Friedman) and a new conditional support with amendments position on  
AB 2824 (Bonta) as shown in Attachment 1; and

WHEREAS, At its March 10, 2020 meeting, the Board reviewed and discussed  
AB 2828 (Friedman) and AB 2824 (Bonta); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a support position  
on AB 2828 (Friedman) and a new conditional support with amendments position on  
AB 2824 (Bonta); and be it further

RESOLVED, That the Executive Director is directed to communicate this position  
to all relevant parties.

Attachment:

1. State Legislation - March 2020



**San Francisco  
County Transportation  
Authority**

BD031020

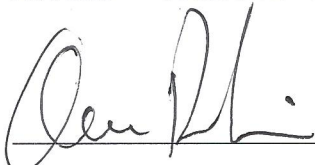
RESOLUTION NO. 20-38

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 14th day of April, 2020, by the following votes:

**Ayes:** Commissioners Fewer, Haney, Mandelman, Peskin, Preston, Ronen, Stefani, and Walton (9)

**Nays:** (0)

**Absent:** Commissioners Mar and Yee (2)

 5-8-20

Aaron Peskin  
Chair

Date

ATTEST:

 5/13/20

Tilly Chang  
Executive Director

Date

**State Legislation - March 2020**

(Updated March 2, 2020)

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

Staff is recommending a new support position on Assembly Bill (AB) 2828 (Friedman), a new conditional support with amendments position on AB 2824 (Bonta), and new watch positions on AB 2121 (Friedman), AB 2176 (Holden), and AB 2305 (Ting), as show in **Table 1**.

**Table 2** provides updates on AB 1350 (Gonzalez), AB 2012 (Chu), AB 2057 (Chiu) and Senate Bill (SB) 278 (Beall), on which the Transportation Authority has previously taken positions this session or added to our watch list.

**Table 3** shows the status of active bills as of the beginning of 2020 on which the Board has already taken a position.

**Table 1. New Recommended Positions**

Recommended Positions	Bill # Author	Title and Update
Watch	<a href="#">AB 2121 Friedman</a> D and <a href="#">Ting</a> D	<p><b>Traffic Safety.</b></p> <p>This bill would require that Caltrans convene regular meetings of external design experts to provide input to the state Highway Design Manual, require that the state track bicycle and pedestrian related crashes, and provide a pathway for a 5-year extension of the establishment of speed limits, if a registered engineer finds an increase in crashes along a section of highway.</p> <p>The San Francisco Municipal Transportation Agency (SFMTA) is working with Assemblymember Friedman's office and staff from other cities in the state on potential amendments to this bill. This may include changes to increase flexibility of speed limit setting on the high-injury network, to create new prima facie zones in business districts, and to include the consideration of vulnerable road users in engineering and traffic studies, all to help further movement toward the city's Vision Zero goals.</p>
Watch	<a href="#">AB 2176 Holden</a> D	<p><b>Free student transit passes: eligibility for state funding.</b></p> <p>Similar to AB 1350 (Gonzalez) for youth and AB 2012 (Chu) for seniors (see Table 2), this bill would require transit agencies to offer free student transit passes to persons attending the California Community Colleges, the California State University, or the University of California in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free student transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs, which serves as the basis for these sources' formula distribution to operators.</p> <p>The SFMTA already has a free transit pass program for low- and moderate-income seniors and persons aged 18 and younger, as well as a \$40 transit pass discount for all youth and seniors. The SFMTA also partners with secondary education institutions (SF State, University of San Francisco, Conservatory of Music) on a Class Pass program for reduced fares for enrolled students.</p> <p>We are concerned that the bill does not currently identify funding that would offset lost fare revenue. SFMTA estimates that the fiscal impact would be approximately \$18 million annually for just the students currently participating in the Class Pass program plus City College. Administration costs would likely</p>

		exceed \$500k a year.
Watch	<a href="#">AB 2305</a> <a href="#">Ting</a> D	<p><b>Vehicles: local regulation of traffic: private roads.</b></p> <p>This is currently a spot bill. At the end of the 2019 legislative session, the Governor vetoed AB 1605 (Ting), which would have authorized the San Francisco Board of Supervisors to implement a pilot paid reservation system on the Lombard Crooked Street. The Transportation Authority's 2018 study demonstrated that a paid reservation system would be most effective at managing traffic on the street and would have generated revenues to cover the program costs. We are working with Supervisor Stefani's office, Assemblymember Ting's office, and the Governor's office to consider legislation authorizing a pilot no-fee reservation system. This bill may serve as the vehicle for such a bill.</p>
Conditional Support with Amendments	<a href="#">AB 2824</a> <a href="#">Bonta</a> D	<p><b>San Francisco-Oakland Bay Bridge: public transit: greenhouse gases.</b></p> <p>This bill would state the intent of the Legislature to enact future legislation pertaining to the issue of high carbon emissions and inefficient public transit across the San Francisco-Oakland Bay Bridge to create a more environmentally sustainable, equitable, and efficient approach to transportation. Specifically, the author has indicated he will introduce amendments that specifically seek the authorization and implementation of a bus-only lane.</p> <p>We applaud efforts to expedite buses on the bridge, which would serve travelers to and from the East Bay as well as improve the connection between San Francisco and Treasure Island. With transbay BART service currently operating at 110% of capacity during peak travel times, the region must identify near and mid-term options to effectively and efficiently deliver additional bus service across the bridge as well improve service for existing riders. The Metropolitan Transportation Commission (MTC) recently identified improvements at the West Grand, I-580, and I-80 approaches to the Bay Bridge as projects that would have the most immediate impact on bus travel time and reliability. We propose to conditionally support this legislation and to work with the author, MTC, and our east bay colleagues as the bill's substantive language is developed to ensure it advances near-term operational fixes and provides the authorization and resources for the region to develop and implement a comprehensive strategy for more transformative improvements, which could include a new bus-only lane.</p>
Support	<a href="#">AB 2828</a> <a href="#">Friedman</a> D	<p><b>Traffic safety.</b></p> <p>This bill would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual. This was one of the recommendations from the Zero Traffic Fatalities Task Force, and would allow regular review of the state's design standards, and allow professionals to advise on best practices. A similar requirement is included in AB 2121 (Friedman and Ting).</p>

Table 2. Notable Updates on Bills in the 2019-2020 Session

Adopted Positions	Bill # Author	Title and Update
Watch	<a href="#">AB 1350</a> <a href="#">Gonzalez</a> D  <a href="#">AB 2012</a> <a href="#">Chiu</a> D	<p><b>Free youth and senior transit passes: eligibility for state funding.</b></p> <p>These bills would require transit agencies to offer free transit passes to persons under 18 years of age (AB 1350) and to persons over 65 years of age (AB 2012) in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program.</p> <p>The SFMTA already provides free transit passes for low- and moderate- income youth (age 18 and younger) and seniors. Youth and seniors of all incomes are eligible to receive a \$40 discount on a monthly pass. We are concerned that the bill does not currently identify funding that would offset lost fare revenue. Since we last reported on these bills, SFMTA has estimated that the cost of implementing AB 1350 would be around \$2 million per year and the cost of implementing AB 2012 would be a little over \$5 million per year. This is a significant cost especially considering the challenges SFMTA is facing with its structural operating deficit, but lower than extending these transit programs to a new population, as AB 2176 would (see above). SFMTA continues to work with the California Transit Association which is compiling statewide fiscal impacts to provide feedback to the authors of these bills.</p>
Watch	<a href="#">AB 2057</a> <a href="#">Chiu</a> D	<p><b>San Francisco Bay Area: public transportation.</b></p> <p>This is currently a spot bill, which specifies the author's intent to put in place reforms to make the region's transit system easier to use with a more seamless experience for transit riders. Assemblymember Chiu is working with Seamless Bay Area, a nonprofit sponsor of the legislation, as well as with public agencies and other stakeholders on substantive language for the bill which will be introduced at a later date.</p> <p>Since last month, we have continued our conversations with the author and Seamless Bay Area about their plans for this bill. Seamless Bay Area has asked the Board to adopt a set of seamless transit principles, which are intended to help the region pursue a seamlessly integrated, world-class transit system. As part of agenda item #7, we recommend adopting a support position for the Seamless Transit Principles put forth by Seamless Bay Area with the caveat that both the task force we understand will be proposed by AB 2057 and any subsequent Transit Network Manager have a composition that reflect where the region's transit ridership is currently strong and be guided by a principle to enhance and optimize and avoid harming the region's core transit systems (Muni, BART, AC Transit). See agenda item 7 for more details.</p>
Watch	<a href="#">SB 278</a> <a href="#">Beall</a> D	<p><b>Metropolitan Transportation Commission (MTC).</b></p> <p>As we reported last month, this bill is currently a placeholder, which the author intends to amend at a later date to establish a regional transportation measure for the nine county Bay Area. We are working with San Francisco agencies and other stakeholders to ensure the bill's policies and expenditure plan will promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system. In particular, we are advocating for the measure to support San Francisco's priorities such as a regional means-based fare program, BART and Muni core capacity programs, transit operations,</p>

		<p>as well as other key projects such as the Downtown Extension and US 101/I-280 Express Lanes with Bus Service.</p> <p>Proponents for FASTER Bay Area have been working with housing advocates to incorporate housing expenditures into a potential one cent sales tax, while the latter continue to develop a potential stand alone housing measure consistent with AB 1487 (Chiu, 2019) to keep both options on the table. We understand that the details of a potential joint measure are still being worked out, but that proponents are considering a measure with no expiration date for the one cent sales tax and are estimating it could generate \$106 billion in the first 40 years. The FASTER proponents have put forward a proposal for a mandatory transportation demand management program on the part of Bay Area businesses over a certain size. We have heard that this will include requiring businesses to offer pre-tax commuter benefits to their employees as well as additional benefits, such as transit passes or commuter shuttles, or allow businesses to pay into a fund to be administered by MTC and/or the Air District. We are still waiting to receive more details on this proposal.</p> <p>We will continue to engage with our partner agencies and local and regional stakeholders to provide our feedback on all aspects of this bill, as we continue to work with Caltrain, the City/SFMTA, and two other Caltrain member counties (San Mateo and Santa Clara) on a possible 1/8-cent sales tax for the November 2020 ballot if this regional transportation measure does not seek the same ballot. The Caltrain sales tax authority was provided by SB 797 (Hill, 2017).</p>
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**Table 3. Bill Status for Active Positions Taken in the 2019-2020 Session***No changes to bill status since February 11 update to the Transportation Authority Board.*

Adopted Positions	Bill # Author	Bill Title	Update to Bill Status <sup>1</sup> (as of 3/4/2020)
Support	<a href="#">AB 40 Ting</a> D	Air Quality Improvement Program: Clean Vehicle Rebate Project	Dead
	<a href="#">AB 659 Mullin</a> D	Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.	Dead
	<a href="#">AB 1286 Muratsuchi</a> D	Shared mobility devices: agreements.	Senate Judiciary Committee
Oppose Unless Amended	<a href="#">AB 326 Muratsuchi</a> D	Vehicles: motorized carrying devices.	Senate Rules
	<a href="#">AB 1112 Friedman</a> D	Shared mobility devices: local regulation.	Senate Transportation
	<a href="#">AB 1964 Frazier</a> D	Autonomous vehicles.	Assembly Transportation
	<a href="#">SB 50 Wiener</a> D	Planning and zoning: housing development: streamlined approval: incentives.	Dead
Oppose	<a href="#">AB 553 Melendez</a> R	High-speed rail bonds: housing.	Dead

	<a href="#">AB 1167</a> <a href="#">Mathis</a> R	Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.	Dead
	<a href="#">AB 1848</a> <a href="#">Lackey</a> R	High-speed rail: Metrolink commuter rail system.	Assembly Transportation

<sup>1</sup>Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. "Two-year" bills have not met the required legislative deadlines and will not be moving forward this session but can be reconsidered in the second year of the session which begins in December 2019. Bill status at a House's "Desk" means it is pending referral to a Committee.