

**State Legislation - September 2019**

(Updated September 12, 2019)

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

The 2019 State Legislative session is winding down, with the last day to pass bills being September 13. The last day for the Governor to sign or veto bills is October 13. Consequently, there is a lot of legislative activity happening right now. We will provide the latest updates at the Board meeting on September 10.

Staff is adding a new watch position on Senate Bill (SB) 278 (Beall), as show in **Table 1**. The Board does not need to take an action on legislation recommended to watch.

**Table 2** provides updates on Assembly Bill (AB) 1487 (Chiu), AB 1605 (Ting), and SB 127 (Wiener), on which the Transportation Authority has previously taken positions this session.

**Table 3** shows the status of bills on which the Board has already taken a position this session.

**Table 1. New Bills to Watch**

Recommended Positions	Bill # Author	Title and Update
Watch	<a href="#">SB 278</a> <a href="#">Beall</a> D	<p><b>Metropolitan Transportation Commission.</b></p> <p>This is currently a spot bill, which is intended to be the vehicle to authorize a regional revenue measure for transportation projects.</p> <p>The Bay Area Council, Silicon Valley Leadership Group and SPUR are leading a coalition to develop a plan to make the Bay Area’s transportation system seamless, faster, reliable and predictable. Based on their research thus far, the FASTER team is favoring a one cent sales tax, which would generate an estimated \$100.6 billion over 40 years.</p> <p>We do not expect SB 278 to move forward this calendar year, but will continue tracking the bill. We are working to schedule an update on a potential regional transportation measure at an upcoming Board meeting with speakers from FASTER Bay Area and Voices for Public Transportation, a coalition of labor, transportation, equity, and other stakeholders that has developed a vision statement and principles for a Bay Area-wide transportation measure.</p>

Table 2. Notable Updates on Bills in the 2018-2020 Session

Adopted Positions	Bill # Author	Title and Update
Watch	<a href="#">AB 1487</a> <a href="#">Chiu</a> (D)	<p><b>San Francisco Bay area: housing development: financing.</b></p> <p>Building on the outcomes from the recent regional CASA effort, this bill would establish the Bay Area Housing Finance Authority, a new regional entity comprised of the Metropolitan Transportation Commission (MTC) governing board to establish revenue measures and administer affordable housing production, preservation and tenant protection programs.</p> <p>This bill has been significantly amended since we last reported to the Board in July. In addition to identifying MTC as the governing entity, it also specifies the types of revenue measures that MTC could pursue (parcel tax, general obligation bond, gross receipts tax, or a payroll tax) and includes a requirement that the Executive Board of the Association of Bay Area Governments (ABAG) must approve the placement of any new revenue measure on the ballot as well as its expenditure plan. The bill also authorizes the ABAG Executive Board to approve a commercial linkage fee. It mandates that the bulk of the funds (80% for most revenue sources) would be returned to counties for use on affordable housing production (minimum of 52%), preservation (minimum of 15%), tenant protection programs (minimum of 5%) and local government grant programs (maximum of 10%).</p> <p>This bill was re-referred to the Senate Housing Committee for a September 4 hearing, due to these significant amendments.</p>
Support/ Sponsor	<a href="#">AB 1605</a> <a href="#">Ting</a> D	<p><b>City and County of San Francisco: Crooked Street Reservation and Pricing Program.</b></p> <p>This bill authorizes the San Francisco Board of Supervisors to implement a pilot reservation and pricing program on the Lombard Crooked Street, to provide congestion relief and revenues to manage one of San Francisco’s most popular tourist attractions, which is also a local residential street. Visitors would be required to make an advance reservation to drive down the street, and would be charged a fee to cover administration, maintenance, and traffic management costs.</p> <p>The bill passed the Senate and Assembly on September 3 and 5, respectively. It is now with the Governor who has 30 days to act on the bill or it automatically becomes law. We continue to work with our legislators in Sacramento, Commissioner Stefani’s office, and local agency partners to advance the bill.</p>

Support	<a href="#">SB 127</a> <a href="#">Wiener</a> D	<p><b>Transportation funding: active transportation: complete streets.</b></p> <p>This bill requires that the California Transportation Commission adopt performance measures that include the conditions of bicycle and pedestrian facilities; accessibility and safety for pedestrians, bicyclists, and transit users; and vehicle miles traveled on the state highway system. It would require Caltrans to provide facilities for bicycles and pedestrians on a subset of state road repair projects.</p> <p>Senator Wiener requested an estimate from Caltrans on how much this bill might cost. Caltrans stated that the bill could cost California an extra \$1 billion per year (or \$4.5 million per lane mile). Senator Wiener has widely dismissed this estimate as absurd, given that the bill requires Caltrans to follow existing adopted policies. Based on this estimate, the Department of Finance wrote a letter to the Committee opposing the bill, stating that it would cost the state too much money.</p> <p>This bill was heard and passed by the Assembly Appropriations Committee on August 30, with some relatively minor amendments which were printed on September 3, and sent to the Assembly floor for the full vote.</p>
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**Table 3. Bill Status for Active Positions Taken in the 2019-2020 Session**

Adopted Positions	Bill # Author	Bill Title	Update to Bill Status <sup>1</sup> (as of 9/19/2019)
Support/ Sponsor	<a href="#">AB 1605</a> <a href="#">Ting</a> D	City and County of San Francisco: Crooked Street Reservation and Pricing Program.	Enrolled and sent to the Governor's desk
Support	<a href="#">AB 40</a> <a href="#">Ting</a> D	Zero-emission vehicles: comprehensive strategy.	Two-year bill
Support	<a href="#">AB 47</a> <a href="#">Daly</a> D	Driver records: points: distracted driving.	Enrolled and sent to the Governor's desk
Support	<a href="#">AB 147</a> <a href="#">Burke</a> D	Use taxes: collection: retailer engaged in business in this state: marketplace facilitators.	Chaptered
Support	<a href="#">AB 252</a> <a href="#">Daly</a> D	Department of Transportation: environmental review process: federal program.	Chaptered
Support	<a href="#">AB 659</a> <a href="#">Mullin</a> D	Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.	Two-year bill
Support	<a href="#">AB 1286</a> <a href="#">Muratsuchi</a> D	Shared mobility devices: agreements.	Committee hearing canceled by author; two-year bill
Support	<a href="#">SB 127</a> <a href="#">Wiener</a> D	Transportation funding: active transportation: complete streets.	Enrolled and sent to the Governor's desk
Support	<a href="#">SB 152</a> <a href="#">Beall</a> D	Active Transportation Program.	Dead

Support	<a href="#">SB 277</a> <a href="#">Beall</a> D	Road Maintenance and Rehabilitation Program: Local Partnership Program.	Enrolled and sent to the Governor's desk
Support if Amended	<a href="#">AB 1142</a> <a href="#">Friedman</a> D	Regional transportation plans: transportation network companies.	Held on suspense file; dead
Oppose Unless Amended	<a href="#">AB 326</a> <a href="#">Muratsuchi</a> D	Vehicles: motorized carrying devices.	Two-year bill
Oppose Unless Amended	<a href="#">AB 1112</a> <a href="#">Friedman</a> D	Shared mobility devices: local regulation.	Two-year bill
Oppose	<a href="#">AB 553</a> <a href="#">Melendez</a> R	High-speed rail bonds: housing.	Two-year bill
Oppose	<a href="#">AB 1167</a> <a href="#">Mathis</a> R	Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.	Two-year bill

<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.