

Attachment 1.
San Francisco County Transportation Authority

State Legislation - May 2020
 (Updated May 12, 2020)

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

Due to the COVID-19 pandemic, the state legislature was on recess through the beginning of May. The Assembly began meeting and holding hearings again on May 4, and the Senate on May 11. Committee chairs are deciding which bills will be heard on a case-by-case basis, with most chairs focusing on bills that are related to COVID-19 relief and/or are urgent matters. **Most bills from this session will not be moving forward, as the legislature focuses on essential legislation.**

The legislature’s calendar has been revised for the remainder of the session:

- June 15: budget bill must be passed by midnight
- June 19: last day for the Assembly to pass bills introduced in the Assembly
- June 26: last day for the Senate to pass bills introduced in the Senate
- June 22 - July 12: Assembly summer recess
- July 2 - July 12: Senate summer recess
- August 31: last day for each house to pass bills
- September 30: last day for the Governor to sign or veto bills

Staff is recommending a new support position on Senate Bill (SB) 1291 (Senate Committee on Transportation), and new watch positions on Assembly Bill (AB) 3278 (Patterson) and AB 3213 (Rivas), as show in **Table 1**.

Table 2 provides updates on AB 2057 (Chiu), AB 2305 (Chiu), AB 2824 (Bonta) and SB 278 (Beall), on which the Transportation Authority has previously taken positions this session or added to our watch list. A number of bills we’ve been tracking, including AB 2057 and AB 2305, will not be proceeding this year so that the legislature can focus on addressing COVID-19 impacts and other priorities.

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

Table 1. New Recommended Positions

Recommended Positions	Bill # Author	Title and Update
Watch	AB 3213 Rivas D and Friedman D	<p>High-Speed Rail Authority: high-speed rail service: priorities.</p> <p>This bill would require the High-Speed Rail Authority (HSRA) to prioritize projects for the development and implementation of high-speed rail based on three criteria: overall benefit to the state; increased passenger rail ridership; and automobile trip replacement. The 2019 Project Update Report, and the HSRA Draft 2020 Business Plan, propose to focus limited state resources to fund and deliver high-speed rail in the Central Valley, for a 171-mile line from Merced to Bakersfield. The author’s intent is to require the HSRA to consider whether electrification funds for this segment could be redirected to increase ridership in communities with significant populations (e.g. Los Angeles).</p> <p>It is unclear how this bill might impact the development of high-speed rail in California, though it would require the HSRA to use criteria that could benefit the high-population Bay Area and Los Angeles portions of the route. This bill was passed by the Assembly Transportation Committee on May 4, and will be heard by the Assembly Appropriations Committee next. If passed it will move to the Senate.</p>

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Recommended Positions	Bill # Author	Title and Update
Watch	AB 3278 Patterson R	<p>High-Speed Rail Authority: passenger train service.</p> <p>This bill would add to an existing requirement in the Streets and Highways Code, that the operation of high-speed train service be provided with no operating subsidy whether the service is provided by the High-Speed Rail Authority (HSRA) directly, or is provided by a third party. The HSRA Draft 2020 Business Plan includes a provision that the HSRA would lease infrastructure in the Central Valley to another entity for operations that can be subsidized, such as the existing San Joaquin Regional Rail Commission (SJRRRC). The SJRRRC currently operates intercity rail which is subsidized by the state. The author states that this business plan violates the existing requirement that high-speed service be provided with no operating subsidy.</p> <p>This bill was passed by the Assembly Transportation Committee on May 4, and will be heard by the Assembly Appropriations Committee next. If passed it will move to the Senate.</p>
Support	SB 1291 Senate Committee on Transportation	<p>Federal Statewide Transportation Improvement Program: submissions.</p> <p>Currently, per state law, regional transportation planning agencies and Caltrans must develop and submit a new Federal Transportation Improvement Program (FTIP) to the US Department of Transportation (USDOT) by December 1 of even-numbered years. The federal government only requires this update to occur every four years, with California's next FTIP due in 2022. This bill would temporarily suspend the state-mandated submission requirement in 2020, so the next update would occur in 2022.</p> <p>This legislation is needed as a result of the Trump Administration's Safer Affordable Fuel-Efficient Vehicles (SAFE) Rule, which rolled back federal fuel efficiency standards and removed California's waiver to set its own emissions goals. When the rule went into effect last year, the state's air quality conformity model became outdated, and the Federal Highway Administration was unable to approve administrative actions that relied on model outputs. For projects with air quality impacts (a limited number of large capital projects), that included approving federal environmental documents and amending the project into the FTIP, which is required for a project to receive federal funding. While most projects have been able to continue accessing funds and securing administrative approvals to date, if California submits a new FTIP to USDOT prior to the resolution of this issue, the moratorium would apply to all federally funded projects in the state. SB 1291 provides Caltrans with the flexibility to continue to deliver federal transportation projects in the face of uncertainties related to the SAFE Rule.</p>

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

Adopted Positions	Bill # Author	Title and Update
Watch	AB 2057 Chiu D	<p>San Francisco Bay Area: public transportation.</p> <p>This bill, the Bay Area Seamless Transit Act, has been significantly amended at the beginning of May, but will not be moving forward this year due to limitations on the number of bills under consideration given the COVID-19 crisis. In April, the Transportation Authority Board approved a resolution supporting seven Seamless Transit principles for the Bay Area. Assemblyman Chiu and the bill's sponsor organization, Seamless Bay Area, continue to advocate for a more integrated transit system, particularly as the region considers what recovery for the transit network will look like.</p> <p>On May 14, Seamless Bay Area and Assemblymember Chiu will be hosting a webinar about ongoing efforts to help Bay Area transit recover from the current crisis, and to improve the region's transit system to make it more connected, equitable and sustainable. They will also discuss next steps given that this bill is no longer moving forward in 2020. Our staff will participate in this webinar.</p>
Watch	AB 2305 Ting D	<p>Vehicles: local regulation of traffic: private roads.</p> <p>This is a spot bill, which we were working with the author and Supervisor Stefani's office to amend to authorize a pilot no-fee reservation system for the Lombard Crooked Street. Given the limitations on the number of bills under consideration in light of the COVID-19 crisis, this bill is not moving forward this year.</p>
Conditional Support with Amendments	AB 2824 Bonta D	<p>Bay Bridge Fast Forward Program.</p> <p>This bill was amended to require the Metropolitan Transportation Commission (MTC) and Caltrans to complete a comprehensive plan to improve bus and very high occupancy vehicle speed and travel time reliability on the San Francisco-Oakland Bay Bridge corridor, and would authorize MTC and Caltrans to implement a bus and very high occupancy vehicles only lane as a year-long pilot program if travel speed and reliability on the bridge are low. Given the limitations on the number of bills under consideration in light of the COVID-19 crisis, this bill is not moving forward this year.</p> <p>We support other ongoing 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. 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. MTC is working with ACTC and CCTA to secure funding for the initial \$20 million in resources to advance near-term operational, transit, and shared mobility strategies through the project development process. In San Francisco, we are considering operational improvements to bridge approaches through the Streets and Freeways Study, part of ConnectSF.</p>

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Adopted Positions	Bill # Author	Title and Update
Watch	SB 278 Beall D	<p>Metropolitan Transportation Commission (MTC).</p> <p>This bill is currently a placeholder, which the author intended to amend to establish a regional transportation measure for the nine-county Bay Area for the November 2020 ballot. Given the COVID-19 crisis and its economic impacts, the author has stated that he no longer intends to seek the November 2020 ballot for such a measure. The main proponents for this measure, the FASTER Bay Area coalition led by SPUR, the Bay Area Council and the Silicon Valley Leadership Group, have also state that they are no longer proposing a measure for the November 2020 ballot. However, Senator Beall has not ruled out whether this bill could move forward this year to set the region up for a future ballot, such as November 2022, and the FASTER coalition continues to seek legislation authorizing a future Bay Area ballot initiative. We will continue to work 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.</p>

Table 3. Bill Status for Active Positions Taken in the 2019-2020 Session

*Most bills introduced this year will not be moving forward due to the COVID-19 crisis' impact on the legislative session.
 Updates to bills since the last Board meeting are italicized.*

Adopted Positions	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 5/12/2020)
Support	AB 40 Ting D	Air Quality Improvement Program: Clean Vehicle Rebate Project	Dead
	AB 659 Mullin D	Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.	Dead
	AB 1286 Muratsuchi D	Shared mobility devices: agreements.	Senate Judiciary Committee
	AB 2828 Friedman D	Traffic Safety.	<i>Dead</i>
Conditional Support with Amendments	AB 2824 Bonta D	Bay Bridge Fast Forward Program.	<i>Dead</i>
Oppose Unless Amended	AB 326 Muratsuchi D	Vehicles: motorized carrying devices.	Senate Rules
	AB 1112 Friedman D	Shared mobility devices: local regulation.	Senate Transportation
	AB 1964 Frazier D	Autonomous vehicles.	<i>Dead</i>
	SB 50 Wiener D	Planning and zoning: housing development: streamlined approval: incentives.	Dead

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Oppose	AB 553 Melendez R	High-speed rail bonds: housing.	Dead
	AB 1167 Mathis R	Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.	Dead
	AB 1848 Lackey R	High-speed rail: Metrolink commuter rail system.	<i>Dead</i>

¹Under 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.