

**San Francisco County Transportation Authority**

**State Legislation - July 2020**

(Updated July 7, 2020)

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

The State Legislature is nearing the end of the current session, and only a small number of priority bills are advancing due to the COVID-19 pandemic. Upcoming key dates this legislative session include:

- 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 watch position on Senate Bill (SB) 288 (Wiener), as show in **Table 1**.

**Table 2** 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	<a href="#">SB 288</a> <a href="#">Wiener D</a>	<p><b>California Environmental Quality Act: exemptions.</b></p> <p>This bill would amend the California Environmental Quality Act’s (CEQA’s) existing provisions to allow new statutory exemptions for sustainable transportation projects such as rapid transit service implementation on existing public rights of way, new and modernized train stations, bicycle lanes, complete streets projects, pedestrian facilities, and publicly accessible zero-emission fueling stations and chargers in an urbanized area. The bill requires public engagement and projects must reduce greenhouse gas emissions and be located within an urbanized area. To be exempt, the project also must not increase automobile capacity. The author has framed the bill as necessary to allow transportation agencies flexibility to quickly build sustainable transportation projects as a means of economic recovery but also as a way to counteract the potential surge in driving as the state reopens.</p> <p>We understand the San Francisco Municipal Transportation Agency (SFMTA) is recommending the Mayor’s Office adopt a support position on the bill, as it would allow them to expedite projects such as transit-only lanes and parking-protected bike lanes. These are key elements of SFMTA’s near-term COVID recovery strategy, but currently can take years to environmentally clear under CEQA. Metropolitan Transportation Commission staff is also recommending its Commission adopt a support position this month. We anticipate amendments will be introduced soon to strengthen the public engagement requirements and make some modifications to the eligibility framework, such as clarifying that zero-emission vehicle charging infrastructure must be fully accessible to members of the public and not limited to customers or visitors at the charging site.</p> <p>We are recommending a watch position while seeking further clarity on what the associated tradeoffs would be (e.g. such as reduced public input) and where other stakeholders such as the environmental community stand on the bill.</p>

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**Table 2. 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 Board last reviewed this table are italicized.*

<b>Adopted Positions</b>	<b>Bill # Author</b>	<b>Bill Title</b>	<b>Update to Bill Status<sup>1</sup> (as of 7/1/2020)</b>
Support	<a href="#">AB 40</a> <a href="#">Ting</a> D	Air Quality Improvement Program: Clean Vehicle Rebate Project.	Dead
	<a href="#">AB 659</a> <a href="#">Mullin</a> D	Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.	Dead
	<a href="#">AB 1286</a> <a href="#">Muratsuchi</a> D	Shared mobility devices: agreements.	Senate Judiciary Committee
	<a href="#">AB 2828</a> <a href="#">Friedman</a> D	Traffic Safety.	Dead
	<a href="#">SB 1291</a> Senate Committee on Transportation	Federal Statewide Transportation Improvement Program: submissions	<i>Assembly Transportation</i>
Conditional Support with Amendments	<a href="#">AB 2824</a> <a href="#">Bonta</a> D	Bay Bridge Fast Forward Program.	Dead
Oppose Unless Amended	<a href="#">AB 326</a> <a href="#">Muratsuchi</a> D	Vehicles: motorized carrying devices.	<i>Senate Transportation</i>
	<a href="#">AB 1112</a> <a href="#">Friedman</a> D	Shared mobility devices: local regulation.	Senate Transportation
	<a href="#">AB 1964</a> <a href="#">Frazier</a> D	Autonomous vehicles.	Dead
	<a href="#">SB 50</a> <a href="#">Wiener</a> D	Planning and zoning: housing development: streamlined approval: incentives.	Dead
Oppose	<a href="#">AB 553</a> <a href="#">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.	<i>Dead</i>

<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.