

**San Francisco County Transportation Authority**

**State Legislation - October 2020**

(Updated October 15, 2020)

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

The State Legislature concluded the current session on August 31 after advancing a small number of priority bills due to the COVID-19 pandemic. Governor Newsom had until September 30, 2020 to sign or veto legislation, so the bill status below represents the final outcome of the second year of the 2019-2020 legislative session. The 2021-2022 legislative session will convene in December.

**Table 1** shows the final status of bills on which the Board has already taken a position. **Table 2** shows the final status of bills that were on our watch list.

**Table 1. Final Bill Status for Positions Taken in the 2019-2020 Session**

*Updates to bills since the Board last reviewed this table are italicized.*

Adopted Positions	Bill # Author	Bill Title	Final Bill Status <sup>1</sup>
Support	<a href="#">AB 40</a> Ting D	Air Quality Improvement Program: Clean Vehicle Rebate Project.  Declares it is the policy of the state to place at least 5,000,000 zero-emission vehicles on state roads by 2030 and 10,000,000 by 2035. Also limits eligibility for the Clean Vehicle Rebate Project to only those manufactured by companies that have agreed to meet California’s cleaner fleet standards than the national standards.	Dead
	<a href="#">AB 659</a> Mullin D	Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.  Establishes the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs.	Dead
	<a href="#">AB 1286</a> Muratsuchi D	Shared mobility devices: agreements.  Requires that a shared mobility device company, such as scooter-share or bike-share companies, enters into an agreement with a jurisdiction before distributing shared-mobility devices within the jurisdiction.	<i>Chaptered</i>
	<a href="#">AB 2828</a> Friedman D	Traffic Safety.  Beginning June 1, 2022, and every six months thereafter, the department shall convene a committee of external design experts to advise on revisions to the Highway Design Manual.	Dead
	<a href="#">SB 1291</a> Senate Committee on Transportation	Federal Statewide Transportation Improvement Program: submissions  Eliminates requirement for regional transportation agencies to submit a Federal Transportation Improvement Program to the US Department of Transportation for 2020.	Chaptered

**San Francisco County Transportation Authority**

Conditional Support with Amendments	<a href="#">AB 2824 Bonta</a> D	Bay Bridge Fast Forward Program.  Requires the identification, planning, and delivery of a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor. If specified travel speed reliability performance target for the corridor isn't met, requires a year-long pilot program of a bus- and HOV-only lane on the Bay Bridge.	Dead
Oppose Unless Amended	<a href="#">AB 326 Muratsuchi</a> D	Electric mobility manufacturers.  When position was adopted, bill would have allowed automated motorized carrying devices to operate on sidewalks. As amended, would authorize an electric mobility manufacturer to authorize a month to month subscription service for its vehicles.	Dead
	<a href="#">AB 1112 Friedman</a> D	Shared mobility devices: local regulation.  Prohibits removal of an unattended micro mobility device other than to relocate it to a properly parked location a short distance away.	Dead
	<a href="#">AB 1964 Frazier</a> D	Autonomous vehicles.  Effectively authorizes the testing of remote-controlled vehicles on public roads, similar to what autonomous vehicles have today.	Dead
	<a href="#">SB 50 Wiener</a> D	Planning and zoning: housing development: streamlined approval: incentives.  Among other things, establishes by-right housing height and density standards near high-quality transit.	Dead
Oppose	<a href="#">AB 553 Melendez</a> R	High-speed rail bonds: housing.  Prevents further sale of high-speed rail bonds except as specifically provided with respect to early implementation projects in the High-Speed Rail Phase 1 blended system. Makes unspent proceeds available to the Department of Housing and Community Development's Multifamily Housing Program.	Dead
	<a href="#">AB 1167 Mathis</a> R	Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.  Redirects 25% of cap and trade funds from the High-Speed Rail program to the Department of Forestry and Fire Protection.	Dead
	<a href="#">AB 1848 Lackey</a> R	High-speed rail: Metrolink commuter rail system.  Appropriates \$4 billion of High-Speed Rail bonds to the Southern California Regional Rail Authority for improvements to the Metrolink commuter rail system.	Dead

**San Francisco County Transportation Authority**

<sup>1</sup>Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, "Enrolled" means it has passed both Houses of the Legislature and has been forwarded to the Governor's desk, and "Failed" means it failed to receive the necessary votes for approval.

**Table 2. Final Bill Status for Watch Positions Taken in the 2019-2020 Session**

Adopted Positions	Bill # Author	Bill Title	Final Bill Status <sup>1</sup>
Watch	<a href="#">AB 11</a> <a href="#">Chiu</a> D	Community Redevelopment Law of 2019.  Allows cities and counties to create new redevelopment agencies to fund affordable housing and infrastructure projects.	Dead
	<a href="#">AB 380</a> <a href="#">Frazier</a> D	Office of the Transportation Inspector General.  Creates the Independent Office of the Transportation Inspector General to ensure that specified state agencies and all external entities that receive state and federal transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.	Dead
	<a href="#">AB 1277</a> <a href="#">Oberholte</a> R	Transportation projects: oversight committees.  Requires public agencies administering a transportation project that costs more than \$1 billion to establish a comprehensive risk management plan, establish a project oversight committee, and provide reports to the California Transportation Commission.	Dead
	<a href="#">AB 1350</a> <a href="#">Gonzalez</a> R	Free youth transit passes: eligibility for state funding [prior to amendment].  Requires transit agencies to offer free transit passes to persons under 18 years of age 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.	Amended to non-transportation bill
	<a href="#">AB 1568</a> <a href="#">McCarty</a> D	Housing law compliance: prohibition on applying for state grants.  Prohibits a local jurisdiction from applying for state grants after January 1, 2025, other than certain fuel taxes and fees protected by the California Constitution, if it is determined to be out of compliance with the state's Housing Element Law.	Dead
	<a href="#">AB 2012</a> <a href="#">Chu</a> D	Free senior transit passes: eligibility for state funding.  Requires transit agencies to offer free transit passes to persons over 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon	Dead

**San Francisco County Transportation Authority**

		Transit Operations Program.	
<a href="#">AB 2057</a> <a href="#">Chiu</a> D		San Francisco Bay area: public transportation.  Establishes the Bay Area Seamless Transit Task Force to recommend to the Legislature the structure, governance, and funding of the transportation network manager and the organizational structure, governance, and funding for San Francisco Bay Area transportation agencies to maximize the effectiveness of the region's transit system and submit a report to the Legislature on or before January 1, 2023. Includes several other requirements such as that MTC develop a standardized regional mapping system, standardized fare discount categories, and open data standards for routes, schedules, and fares.	Dead
<a href="#">AB 2121</a> <a href="#">Friedman</a> D		Traffic safety.  Requires that Caltrans convene regular meetings of external design experts to provide input to the state Highway Design Manual, requires that the state track bicycle and pedestrian related crashes, and provides 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.	Dead
<a href="#">AB 2176</a> <a href="#">Holden</a> D		Free student transit passes: eligibility for state funding.  Requires transit agencies 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.	Dead
<a href="#">AB 2305</a> <a href="#">Ting</a> D		Vehicles: local regulation of traffic: private roads.  The was 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.	Dead
<a href="#">AB 3213</a> <a href="#">Friedman</a> D		High-Speed Rail Authority: high-speed rail service: priorities.  Requires the High-Speed Rail Authority 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.	Dead
<a href="#">AB 3278</a> <a href="#">Patterson</a> R		High-Speed Rail Authority: passenger train service.  Adds 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.	Dead

**San Francisco County Transportation Authority**

	<a href="#">ACA 1</a> <a href="#">Aguiar-Curry</a> D	<p>Local government financing: affordable housing and public infrastructure: voter approval.</p> <p>Lowers the voter-approval threshold on local taxes to 55% if the revenues would be used to fund the construction, rehabilitation, or replacement of public infrastructure or affordable housing.</p>	Failed
	<a href="#">SB 278</a> <a href="#">Beall</a> D	<p>Metropolitan Transportation Commission.</p> <p>This was a placeholder bill for a potential regional transportation revenue measure for the Bay Area.</p>	Dead
	<a href="#">SB 288</a> <a href="#">Wiener</a> D	<p>California Environmental Quality Act: exemptions: transportation-related projects.</p> <p>Exempts from the California Environmental Quality Act (CEQA), until 2023, various transit-related projects such as pedestrian and bicycle facilities projects, transit prioritization projects, and projects for the institution or increase of new bus rapid transit, bus, or light rail service on existing public rights-of-way or existing highway rights-of-way.</p>	<i>Chaptered</i>

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