



## RESOLUTION ADOPTING POSITIONS ON STATE LEGISLATION

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the State and Federal 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; now, therefore, be it

RESOLVED, That the Transportation Authority hereby does adopt new support positions on Assembly Bill (AB) 378 (Garcia, Cristina), AB 756 (Ting), Senate Bill (SB) 422 (Wilk), SB 595 (Beall) and SB 768 (Allen); and be it further

RESOLVED, That the Executive Director is directed to communicate these positions to all relevant parties.

## Attachment:

1. New Bills and Recommended Positions

**San Francisco County Transportation Authority**  
**May 2017**

**State Legislation – Proposed New Positions and Updates on Activity This Session**

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

Staff is recommending new support positions on Assembly Bill (AB) 378 (Garcia, Cristina), AB 756 (Ting), Senate Bill (SB) 422 (Wilk), SB 595 (Beall), and SB 768 (Allen) as shown in **Table 1**. **Table 2** provides updates on several bills we have been tracking this session and **Table 3** indicates the status of bills on which the Board has already taken a position this session. At the meeting, staff will also provide a verbal update on federal legislation.

**Table 1. Recommendation for New Positions and Select New Bills to Watch**

Recommended Positions	Bill # Author	Bill Title and Description
Support	<a href="#">AB 378</a> <a href="#">Garcia,</a> <a href="#">Cristina</a> D	<b>California Global Warming Solutions Act of 2006: regulations.</b> The bill would authorize the State Air Resources Board to extend the Cap and Trade program from 2020 to 2030. Doing so would extend a valuable greenhouse gas reduction program, provide additional revenue for transportation, and help stabilize auction outcomes, which have been lower than anticipated over the past year in part due to concerns about the duration of the program
	<a href="#">AB 756</a> <a href="#">Ting</a> D	<b>Prima facie speed limits: Golden Gate Park.</b> This bill establishes a new speed limit of 15 miles per hour for Golden Gate Park roads excluding Crossover Drive, Park Presidio Bypass Boulevard, and Kezar Drive. The Mayor’s Office State Legislative Committee has taken a support as amended position on this bill. It is consistent with Vision Zero policies.
	<a href="#">SB 422</a> <a href="#">Wilk</a> R	<b>Transportation projects: comprehensive development lease agreements. P3.</b> Current law authorizes the Department of Transportation and regional transportation agencies to enter into public-private partnerships (P3s) for certain transportation projects that may raise revenues from tolls and user fees. Prior authorization for these agreements ended on January 1, 2017. These two bills are very similar and would extend P3 authorization indefinitely. P3 could be used to more quickly and cost effectively deliver future revenue-generating projects in San Francisco and the region.
	<a href="#">SB 768</a> <a href="#">Allen,</a> <a href="#">Wiener</a> D	
	<a href="#">SB 595</a> <a href="#">Beall</a> D	<b>Metropolitan Transportation Commission: toll bridge revenues.</b> If approved, this bill would require the nine Bay Area counties to conduct a special election on a proposed increase in the toll rate on the seven state-owned toll bridges in an amount TBD to finance TBD projects and programs to improve mobility and enhance travel options on the bridges and bridge corridors. We, along with other agencies, advocates, legislators, and members of the public are actively involved in the process to define the measure (Regional Measure 3) and its expenditure plan. (See related Item 8 on SFCTA Board Agenda for May 9, 2017)

**San Francisco County Transportation Authority**  
**May 2017**

Watch	<a href="#">AB 344</a> <a href="#">Melendez</a> R	<b>Toll evasion violations.</b> The bill would change current practice by toll agencies to require individuals to pay the levied penalty for fare evasion when the individual challenges an initial toll review finding and proceeds to an administrative review process (only 0.05% of violation protests for the Bay Area Toll Authority (BATA)). MTC is concerned that this bill would increase the number of administrative investigations, which are costly to administer and, to BATA's knowledge, has never resulted in a situation where a violation was overturned. Recognizing that a waiver of the upfront fee is fair and reasonable in cases of means-based need, MTC is seeking an amendment to align toll violation procedures with what is currently in place for parking violations, specifically waiving the levied penalty during the administrative review process when warranted due to need of the applicant.
	<a href="#">AB 1218</a> <a href="#">Obernolte</a> R	<b>California Environmental Quality Act (CEQA): exemption: bicycle transportation plans.</b> Extends current CEQA exemptions that sunset this year until 2021. Current exemptions apply to bicycle transportation plans and bicycle projects including roadway striping, signal timing, signage, storage, and other improvements.
	<a href="#">AB 1444</a> <a href="#">Baker</a> R	<b>Livermore Amador Valley Transit Authority (LAVTA): autonomous vehicle demonstration project.</b> This bill would exempt LAVTA from state regulations for testing autonomous vehicles in a commercial center in Dublin. Within the specific boundaries of the demonstration pilot, it would allow testing of a vehicle without a driver seated in the driver's seat and not equipped with a steering wheel, a brake pedal, or an accelerator.

**Table 2. Select Updates on Tracked Bills**

Active Positions	Bill # Author	Bill Title and Description	Update
Support	<a href="#">AB 342</a> <a href="#">Chiu</a> D	<b>Vehicles: automated speed enforcement (ASE): five-year pilot program.</b> This bill would authorize, no later than January 1, 2019, the City of San Jose (San Jose) and the City and County of San Francisco (San Francisco) to implement a 5-year pilot program utilizing an ASE system for speed limit enforcement. ASE has been an adopted legislative priority of the SFCTA and SFMTA for years, consistent with the City's adopted Vision Zero policies.	The bill was approved by the Assembly Privacy and Consumer Protection Committee on April 18 but was converted into a two-year bill at the subsequent Assembly Transportation Committee meeting. The California Highway Patrol provided the main source of opposition over concern that the cameras could increase hostility toward police officers and their ability to improve street safety. We will continue to support SFMTA's work to advance the bill next year.

**San Francisco County Transportation Authority  
May 2017**

	<a href="#">SB 1 Beall</a> D	<b>Transportation Funding.</b> As reported earlier, this bill will raise \$52 billion in new revenue over the next ten years for transportation, focusing on fix it first for roads and transit. San Francisco will receive an estimated \$73 million in formula funds and will compete for additional funding in statewide competitive pots of funding.	Since the last Board meeting, the Governor signed the bill into law, along with a number of trailer bills. Among other things, these bills included the commitment of \$400 million for a rail extension to Ceres and Merced and \$427 million for transportation improvements in Riverside County. They also included SB 496 (Cannella) which transfers design risk from the private sector to the public sector. We have previously adopted oppose positions on similar design exemption bills.
Watch	<a href="#">SCA 6 Wiener</a> D	<b>Local transportation measures: special taxes: voter approval.</b> This measure seeks to reduce vote threshold from 2/3 to 55% for local transportation sales tax revenues, parcel taxes, and other taxes. If approved, the measure would go to the state ballot for voter approval, which requires a majority statewide vote.	This bill used to only apply to local transportation sales taxes but was amended to include a broader range of possible revenue mechanisms for transportation.

**Table 3. Bill Status for Active Positions Taken This Session**

Adopted Positions	Bill # Author	Bill Title	Bill Status (as of 5/2/17)
Support	<a href="#">AB 1 Frazier</a> D	Transportation Funding.	Assembly Transportation
	<a href="#">AB 28 Frazier</a> D	Department of Transportation: environmental review process: federal pilot program.	Chaptered
	<a href="#">AB 87 Ting</a> D	Autonomous vehicles.	Assembly Transportation
	<a href="#">AB 342 Chiu</a> D	Vehicles: automated speed enforcement: five-year pilot program.	Assembly Transportation
	<a href="#">SB 1 Beall</a> D	Transportation Funding.	Chaptered
Oppose	<a href="#">AB 65 Patterson</a> R	Transportation bond debt service.	Assembly Transportation
	<a href="#">SB 423 Cannella</a> R	Indemnity: design professionals.	Senate Judiciary
	<a href="#">SB 493 Hill</a> D	Vehicles: right-turn violations.	Senate Appropriations