

**San Francisco County Transportation Authority
March 2018**

State Legislation – Updates on Activity This Session

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

Staff is recommending four new support positions on Assembly Bill (AB) 2865 (Chiu), AB 3059 (Bloom), AB 3124 (Bloom), and Senate Bill (SB) 1119 (Newman), and two new oppose positions on AB 2712 (Allen, Travis) and SB 1132 (Hill), as shown in **Table 1**, which also includes four new bills to watch. The Board does not need to take an action to add bills to watch. **Table 2** indicates the status of bills on which the Board has already taken a position this session.

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

Recommended Positions	Bill # Author	Bill Title and Description
Watch	AB 2418 Mullin D	Transportation: advanced technologies: grant program. This bill would state the intent of the Legislature to enact legislation to establish a pilot program that allows municipalities to compete for grant funding, and to leverage both public and private funding to promote flexible innovation and encourage the use of advanced technologies to improve the state’s transportation system.
Oppose	AB 2712 Allen, Travis R	Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Would provide that no further bonds shall be sold for high-speed rail purposes, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.
Support	AB 2865 Chiu D	High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA). This is a spot bill, authored by Assemblymember Chiu on behalf of the Transportation Authority in case the Board decides to pursue managed lanes on US 101 and I-280 north of the split with US 101. We are still working with Legislative Counsel on the final language. Once amended, this bill would allow San Francisco to authorize VTA to operate them in San Francisco as part of a continuous system down the Peninsula, similar to the authorization they currently have to operate high occupancy toll lanes in San Mateo county. While VTA would operate the lanes (providing a seamless customer experience along the Peninsula and achieving cost efficiencies), net revenues would be reinvested in San Francisco projects according to an expenditure plan approved by the Transportation Authority Board. We are pursuing this legislation now so as to be able to coordinate with the other two counties that are further along developing managed lanes projects on US 101.

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<p style="text-align: center;">Watch</p>	<p>AB 2923 Chiu D</p>	<p>San Francisco Bay Area Rapid Transit District (BART): transit-oriented development. This bill would require the BART Board to adopt new transit-oriented development guidelines by a majority vote that establish minimum local zoning requirements for BART-owned land that is located on contiguous parcels larger than 0.25 acres, within 1/2 mile of an existing or planned BART station entrance, in areas having representation on the BART Board of Directors (i.e. San Francisco, Alameda, and Contra Costa counties). Local jurisdictions would then be required to adopt zoning regulations on those sites consistent with BART’s guidelines. BART’s current transit-oriented development guidelines provide guidance to local jurisdictions on its expectations for development on its properties, but local jurisdictions are not required to adopt zoning regulations consistent with them. This would apply to only one site in San Francisco – the small parcel adjacent to the Glen Park BART Station currently used for surface parking. This bill originated from housing advocates, not BART, and BART staff is recommending adopting a neutral position at its March 8 Board of Directors meeting. The San Francisco Planning Department has submitted a request that the Mayor’s Office State Legislation Committee adopt a support position on the bill.</p>
<p style="text-align: center;">Support</p>	<p>AB 3059 Bloom D</p>	<p>Congestion pricing demonstration pilot projects. This bill would authorize two congestion pricing demonstration projects in northern California and two in southern California. The bill would define “congestion pricing” to mean the assessment of a charge on motor vehicles using local streets and roads in a participating jurisdiction, which charge could vary based on the time of day or the day of the week. The bill would require the governing body of an eligible participating jurisdiction to adopt a congestion pricing ordinance containing various elements, and would require the proposed ordinance to be approved by the applicable congestion management agency subject to a finding that the proposed demonstration project is likely to be successful. The bill would require a charge by a congestion pricing ordinance to be imposed consistent with the California Constitution and federal law. Former Supervisor Farrell was seeking this type of authority to enable a tolling and reservation system to manage Lombard “crooked street” congestion. San Francisco’s Transportation 2045 Task Force recently recommended that the city continue to research, develop and, as appropriate, seek legislative authority for congestion pricing.</p>
<p style="text-align: center;">Support</p>	<p>AB 3124 Bloom D</p>	<p>Vehicles: length limitations: buses: bicycle transportation devices Existing law prohibits the buses and trolley coaches that operate on highways from having a folding bicycle rack that extends more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches. This will accommodate 3-bicycle racks on buses and trolley coaches operating on highways. The San Francisco Municipal Transportation Agency (SFMTA) is supporting this bill, and the Metropolitan Transportation Commission (MTC) is recommending a support position at its March 9 Legislation Committee meeting.</p>

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Support	SB 1119 Newman D	Low Carbon Transit Operations Program. Current law requires, for recipient transit agencies whose service areas include disadvantaged communities, as specified, that those recipient transit agencies expend at least 50% of the total moneys they received as part of the Low Carbon Transit Operations Program on projects or services that meet specified requirements and benefit those disadvantaged communities. This bill would authorize a recipient transit agency to satisfy the above-stated requirement by expending at least 50% of program funds received on transit fare subsidies, specified transit connections, or technology improvements that reduce emissions of greenhouse gases.
Oppose	SB 1132 Hill D	Vehicles: right turn violations. Current law requires a driver facing a steady circular red signal alone to stop at a marked limit line, and violation is punishable by a fine of \$100. This bill would, beginning July 1, 2019, reduce the fine to \$35. This is substantially the same bill as SB 493 (Hill) from 2017, which the Board took an oppose position on in March 2017.
Watch	SB 1376 Hill D	Transportation network companies (TNCs): accessibility plans. Existing Public Utilities Commission regulations require a TNC to allow passengers to indicate whether they require a wheelchair-accessible vehicle or a vehicle otherwise accessible to individuals with disabilities and requires the TNC to submit a specified report to the Public Utilities Commission detailing the number and percentage of their customers who requested accessible vehicles and how often the TNC was able to comply with requests for accessible vehicles. This bill would express the intent of the Legislature that every TNC ensure that it provides full and equal access to all persons with disabilities.
Watch	SB 1427 Hill D	High-occupancy vehicle (HOV) and high-occupancy toll (HOT) lanes. MTC is sponsoring this bill to state the intent of the Legislature to enact legislation to improve the performance of HOV and HOT lanes by providing additional resources for, and authorizing new approaches to, the enforcement of lane occupancy requirements. MTC is concurrently in discussions with California Highway Patrol about how to increase enforcement efforts administratively, and exploring other policies and strategies to improve lane performance.

Table 2. Bill Status for Active Positions Taken in the 2017-2018 Session

Adopted Positions	Bill # Author	Bill Title	Bill Status ¹ (as of 3/1/2018)
Support	AB 1 Frazier D	Transportation Funding	Assembly Dead
	AB 17 Holden D	Transit Pass Program: free or reduced-fare transit passes	Vetoed
	AB 87 Ting D	Autonomous vehicles	Senate Desk

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	AB 342 Chiu D	Vehicles: automated speed enforcement: five-year pilot program	Assembly Dead
	SB 422 Wilk R	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	SB 760 Wiener D	Bikeways: design guides	Assembly Desk
	SB 768 Allen, Wiener D	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
Oppose	AB 65 Patterson R	Transportation bond debt service	Assembly Dead
	AB 1756 Brough R	Transportation Funding	Assembly Transportation
	SB 182 Bradford D	Transportation network company: participating drivers: single business license	Chaptered
	SB 423 Cannella R	Indemnity: design professionals	Senate Dead
	SB 493 Hill D	Vehicles: right-turn violations	Assembly Appropriations

¹Under this column, “Enrolled” means the bills has passed out of both houses of the Legislature and is on the Governor’s desk for consideration. “Chaptered” indicates the bill is now law.