



RESOLUTION ADOPTING A SUPPORT/ SPONSOR POSITION ON ASSEMBLY BILL (AB) 1605 (TING) AND SUPPORT POSITIONS ON AB 40 (TING) AND SENATE BILL (SB) 152 (BEALL) AND OPPOSE POSITIONS ON AB 553 (MELENDEZ) AND AB 1167 (MATHIS)

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State 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 and recommended adopting a support/sponsor position on Assembly Bill (AB) 1605 (Ting), two new support positions on AB 40 (Ting), and Senate Bill (SB) 152 (Beall), and two new oppose positions on AB 553 (Melendez) and AB 1167 (Mathis); and

WHEREAS, At its April 9, 2019 meeting, the Board reviewed and discussed AB 1605 (Ting), AB 40 (Ting), SB 152 (Beall), AB 553 (Melendez) and AB 1167 (Mathis); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a support/sponsor position on AB 1605 (Ting), two new support positions on AB 40 (Ting), and SB 152 (Beall), and two new oppose positions on AB 553 (Melendez) and AB 1167 (Mathis); and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.

Attachment: Table 1

San Francisco County Transportation Authority

State Legislation – April 2019

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

Staff is recommending a support/sponsor position on Assembly Bill (AB) 1605 (Ting), two new support positions on AB 40 (Ting), and Senate Bill (SB) 152 (Beall), and two new oppose positions on AB 553 (Melendez) and AB 1167 (Mathis) as shown in **Table 1**, which also includes several new bills to watch. The Board does not need to take an action on legislation recommended to watch.

Table 2 provides updates on SB 50 (Wiener) and SB 59 (Allen), on which the Transportation Authority has previously taken positions this session.

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

Table 1. Recommendations for New Positions

Recommended Position	Bill # Author	Title and Description
Support	AB 40 Ting D	<p>Zero-emission vehicles: comprehensive strategy.</p> <p>This legislation would require the California Air Resources Board to develop a comprehensive strategy by January 1, 2021 to ensure that all new vehicles are zero-emission by 2040. The prior legislative session saw many bills intended to promote the sale and use of zero-emission vehicles that targeted different individual market segments.</p> <p>We support the state seeking to advance a comprehensive strategy to advance zero-emission vehicles rather than address the issue piecemeal. We also would like to ensure that any strategy is carefully balanced with other transportation priorities, such as reducing vehicle miles traveled and ensuring high occupancy vehicle lanes continue to provide benefits to their users.</p> <p>The Bay Area Air Quality Management District recently adopted a support position on this bill, after the author agreed to work closely with them to help address disadvantaged communities and equity concerns, which we also feel should be addressed in the bill. We understand the author is willing to address these concerns. We have coordinated with SF Environment, which is also supportive since the bill is consistent with the City’s electric vehicle goals. We are recommending moving from a watch to a support position.</p>
Oppose	AB 553 Melendez R	<p>High-speed rail bonds: housing.</p> <p>This bill would prevent any further sale of bonds for high speed rail purposes and, if approved by voters, make that bonding capacity available to the Department of Housing and Community Development’s Multifamily Housing Program.</p>

Recommended Position	Bill # Author	Title and Description
Oppose	AB 1167 Mathis R	<p>Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.</p> <p>Currently 25% of cap and trade funds are directed to support high-speed rail. This bill would redirect those funds to the Department of Forestry and Fire Protection to purchase new engines and equipment, hire new firefighters, and clear overgrowth or tree mortality and to the Firefighter Home Relief Trust Program.</p>
Watch	AB 1568 McCarty D	<p>General plans: housing element: production report: withholding of transportation funds.</p> <p>Coauthored by Senator Wiener, this bill would require a city or county to meet its annual minimum housing production goal for that reporting period in order to remain eligible to receive its annual apportionment of its Senate Bill 1 local streets and roads funds. For each city and county that is not in compliance with this requirement, the bill would require the State Controller to withhold the funds that would otherwise be apportioned and distributed to the city or county for the fiscal year and deposit those funds in a separate escrow account. The funds in the escrow account could be disbursed after the city or county is certified to be in compliance and meets other specified requirements.</p>
Support/ Sponsor	AB 1605 Ting D	<p>City and County of San Francisco: Crooked Street Reservation and Pricing Program.</p> <p>This bill authorizes the City and County of San Francisco to pilot a reservation and pricing program on the Lombard Crooked Street, to provide congestion relief and revenues to manage one of San Francisco’s most popular tourist attractions, which is also a local residential street. Visitors would be required to make an advance reservation to drive down the street, and would be charged a fee to cover administration, maintenance, and other traffic management costs.</p> <p>This program was one of the key recommendations of the Transportation Authority's "Strategies for Managing Access to the Crooked Street" from 2017. We are currently wrapping up a follow-up study, which identifies and evaluates options for a proposed system. This legislation would make a reservation and pricing system possible, and would allow the San Francisco Board of Supervisors to select a program administrator to implement and operate the system. As reported at prior Board meetings, the Transportation Authority, along with Supervisor Stefani, is a sponsor of this bill. We anticipate a first hearing for the bill at the Assembly Transportation Committee on April 22.</p>

Recommended Position	Bill # Author	Title and Description
Watch	SB 5 Beall D	<p>Affordable Housing and Community Development Investment Program.</p> <p>This bill would establish the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee (Committee), with membership including the Chairs of various state agencies and legislator appointees. It would authorize a range of jurisdictions (including a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district or a combination of those entities) to develop plans for projects that include, among other things, construction of workforce and affordable housing, certain transit oriented development, and projects promoting strong neighborhoods. Jurisdictions would submit the plans to the Committee for consideration and it would allow jurisdictions to reduce their annual Educational Revenue Augmentation Fund contributions in exchange for implementing those plans, up to \$200 million per year statewide.</p>
Support	SB 152 Beall D	<p>Active Transportation Program.</p> <p>The state’s Active Transportation Program (ATP) is administered by the California Transportation Commission (CTC) and funds projects that encourage active modes of transportation such as walking and biking. Existing law requires splits project selection 50/50 between a statewide competitive program administered by the CTC and regional programs administered by large metropolitan planning organizations (MPOs) (40%) and small/rural regions (10%). The Metropolitan Transportation Commission (MTC) serves as MPO for the Bay Area.</p> <p>This bill would delegate significant responsibility over project selection to the regional program, with 75% of the total available ATP funds to MPOs, 15% to small/rural regions, and 10% to the statewide competitive program. It would also delegate some administrative responsibilities to MPOs for the regional programs, which will allow program guidelines tailored to local needs and make the allocation process simpler and more efficient for project sponsors. We believe this redistribution and program streamlining is appropriate given the local scale of most ATP projects and given the statewide competitive ATP program has not provided reliable or equitable levels of funding for the Bay Area. For instance, in the last cycle the CTC selected two Bay Area projects to receive funding out of around 50 funded projects.</p> <p>MTC is sponsoring this bill, and SFMTA is planning to request a support position in April from the city’s State Legislation Committee.</p>

Table 2. Notable Updates on Bills in the 2018-2020 Session

Adopted Positions	Bill # Author	Title and Update
Watch	SB 59 Allen D	<p>Automated vehicle technology: Statewide policy. This bill would establish a set of policies for state agencies relating to autonomous vehicle technologies, to ensure that these technologies support the state’s efforts to reduce greenhouse gas emissions, encourage efficient land use, and other goals.</p> <p>As Commissioner Yee requested at the February 12, 2019 Board meeting, we worked with SFMTA to develop language to incorporate Vision Zero goals explicitly into the legislation. Senator Allen has been receptive to including those ideas into the policies, and after having consulted with the SFMTA, we have provided her office with draft language to consider.</p>
Watch	SB 50 Wiener D	<p>Planning and zoning: housing development: incentives. This bill, now dubbed the “More Homes Act,” would require local jurisdictions to allow 45 or 55 feet tall apartment buildings within a half-mile of rail transit stations, within a quarter-mile of high-frequency bus stops, or within job-rich areas if the developer agrees to construct a percentage of very low, low, moderate-income housing, with delayed implementation for sensitive communities and some protections for renters.</p> <p>The bill has been amended to reduce minimum parking requirements, include ferries as qualifying high-quality transit, and specify the inclusionary zoning levels needed to qualify for the incentive (6% - 25% depending on income level and number of total units in the building). There is also new language defining a “jobs-rich area” as an area designated by the state as associated with positive educational and economic outcomes and with likely reductions in commute times if residents were located there.</p> <p>Supervisor Mar has introduced a resolution at the Board of Supervisors, jointly with six other members, to adopt an oppose unless amended position on the bill, which is set for a hearing in the Government Audit and Oversight Committee on April 4. He indicated that the bill would exacerbate negative social and environmental impacts by restricting local authority to adopt plans and policies to assure equitable and affordable development.</p>

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

Adopted Positions	Bill # Author	Bill Title	Bill Status (as of 3/1/2019)
Support	AB 47 Daly D and Frazier D	Driver records: points: distracted driving.	Assembly Appropriations
	AB 147 Burke D	Use taxes: collection: retailer engaged in business in this state: marketplace facilitators.	Senate Government and Finance

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	AB 252 Daly D	Department of Transportation: environmental review process: federal program.	Assembly Appropriations
	AB 1286 Muratsuchi D	Shared mobility devices: agreements.	In Print
	SB 127 Wiener D	Transportation funding: active transportation: complete streets.	Senate Transportation
Support if Amended	AB 1142 Friedman D	Strategic Growth Council: transportation pilot projects: regional transportation plans.	Assembly Transportation