

State Legislation – February 2019

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

On January 3, 2019, the State Legislature reconvened for the 2018/19 session. This is the first year of the two-year legislative cycle; therefore, no bills were carried over or continued. At the Board meeting, we will provide a verbal update on new bills introduced so far this session.

Staff is recommending two new support positions on Assembly Bill (AB) 252 (Daly), and Senate Bill (SB) 127 (Wiener) as shown in **Table 1**, which also includes five new bills and one new constitutional amendment to watch. The Board does not need to take an action on legislation recommended to watch.

Table 1. Recommendations for New Positions

Recommended Position	Bill # Author	Title and Description
Watch	AB 11 Chiu D	<p>Community Redevelopment Law of 2019.</p> <p>Redevelopment agencies were dissolved as of February 1, 2012. This bill would allow cities and counties to create new redevelopment agencies to fund affordable housing and infrastructure projects. The bill requires public hearings prior to the formation of a redevelopment agency, and the state’s Strategic Growth Council must also approve the formation, which requires a finding that the redevelopment agency 1) would not result in state fiscal impacts that exceed a TBD limit and 2) would promote the state’s greenhouse gas reduction goals. The bill would also require that at least 30% of the taxes allocated to the redevelopment agency be used for the purpose of increasing, improving, and preserving low- and moderate-income affordable housing.</p>
Watch	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. 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. We will coordinate with SF Environment and consider recommending a position once additional detail is available.</p>

<p>Watch</p>	<p>AB 47 Daly D</p>	<p>Driver records: points: distracted driving.</p> <p>Current law prohibits the use of cell phones while driving a motor vehicle, unless the phone is used in hands-free mode. Violations of this law are not currently counted as points against a driver’s record. This bill would abolish the exemption, effective January 1, 2021. We will agendize this bill for discussion at a future Vision Zero Committee meeting.</p>
<p>Support</p>	<p>AB 252 Daly D</p>	<p>Department of Transportation: environmental review process: federal program.</p> <p>California participates in a voluntary program where the state assumes authority over National Environmental Policy Act (NEPA) decision-making in the delivery of surface transportation projects, a role typically assumed by the US Department of Transportation. This bill would remove the sunset provision on California’s program. Agencies around the state have found that California’s program has helped to speed up the process for completing projects. The bill is sponsored by the Self Help Counties Coalition, of which the Transportation Authority is a member agency.</p>
<p>Watch</p>	<p>ACA 1 Aguiar-Curry D</p>	<p>Local government financing: affordable housing and public infrastructure: voter approval.</p> <p>The California constitution requires that the imposition of a special, or dedicated, tax by local governments be approved by a 2/3 majority of voters. This constitutional amendment would lower 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. This could help local jurisdictions advance measures to address critical safety, mobility, and housing shortfalls, similar to the lower voter threshold that currently applies to school infrastructure bonds.</p>
<p>Watch</p>	<p>SB 50 Wiener D</p>	<p>Planning and zoning: housing development: equitable communities incentive</p> <p>This bill 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 neighborhoods. The bill would provide exceptions to this program for economically vulnerable communities, which may obtain a five-year delay to the zoning changes, and to protect buildings that currently house renters.</p>

<p>Watch</p>	<p>SB 59 Allen D</p>	<p>Automated vehicle technology: Statewide policy</p> <p>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. It would also establish an interagency working group of state agencies, convened by the Governor’s Office of Planning and Research in coordination with the California Air Resources Board. We will work with the SFMTA/Transportation Authority’s Emerging Mobility Steering Committee to analyze the proposed policies and will monitor the bill as additional detail becomes available. Along with the SFMTA, we are closely tracking autonomous vehicle policies at both the state and federal levels to ensure that our local controls are not superseded.</p>
<p>Support</p>	<p>SB 127 Wiener D</p>	<p>Transportation funding: active transportation: complete streets.</p> <p>This bill would establish a Division of Active Transportation within the Department of Transportation (Caltrans), and require that an undersecretary of the Transportation Agency be assigned to guide the department’s progress toward meeting the active transportation program goals and objectives. It would require that the California Transportation Commission adopt performance measures that include the conditions of bicycle and pedestrian facilities; accessibility and safety for pedestrians, bicyclists, and transit users; and vehicle miles traveled on the state highway system. The bill would also require that Caltrans include new, or improve existing, bicycle and pedestrian facilities on State Highway Operation and Protection Program-funded capital improvement projects on state highways. The Board of Supervisors unanimously adopted a resolution of support for this bill on January 29.</p>