



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 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; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts two new support positions on Senate Bill (SB) 1014 (Skinner) and SB 1328 (Beall); and be it further

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

State Legislation – June 2018

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

Staff is recommending two new support positions on Senate Bill (SB) 1014 (Skinner) and SB 1328 (Beall), as shown in **Table 1**. **Table 2** provides updates on two bills on which the Transportation Authority has previously taken a position this session: Assembly Bill (AB) 2865 (Chiu) and AB 3124 (Bloom). **Table 3** indicates the status of all bills on which the Board has already taken a position this session.

Table 1. Recommendations for New Positions

Recommended Positions	Bill # Author	Title and Description
Support	SB 1014 Skinner D	<p>Zero-emission vehicles. Would require the Public Utilities Commission to establish the California Clean Miles Standard Program for zero-emission vehicles used to provide prearranged transportation services for compensation from transportation network companies (TNCs) with the goal to increase the percentage of passenger miles provided by zero-emission vehicles used on behalf of TNCs so that 20% of the passenger miles are provided by zero-emission vehicles by December 31, 2023, 50% by December 31, 2026 and 100% by January 1, 2030. The City’s State Legislation Committee adopted a support position on this bill in May.</p> <p>The Transportation Authority Board adopted a Watch position on this bill in May. We are now recommending a support position for this bill given the recent amendments which removed the incentive portion of the program.</p>
Support	SB 1328 Beall D	<p>Mileage-based road usage fee. Current law required the Chair of the California Transportation Commission create a Road Usage Charge Technical Advisory Committee (TAC) in consultation with the Secretary of the Transportation Agency. The purpose of the TAC was to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. The pilot program was completed last summer.</p> <p>This bill would extend the TAC’s operation an additional four years through January 1, 2023, and would require the TAC to assess the potential for mileage-based revenue collection for California’s roads and highways as an alternative to the gas tax system. We agree that further research and outreach work is needed to determine whether a road charge may be a viable replacement for the gas tax for transportation funding.</p>

Table 2. Notable Updates on Bills in the 2017-2018 Session

Adopted Positions	Bill # Author	Title and Update
Support / Sponsor	AB 2865 Chiu D	<p>High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA).</p> <p>If the Board votes to approve a managed lanes (e.g. carpool/transit lane) project on US-101 and I-280 north of the divide in San Francisco, this bill would give the Transportation Authority the option of asking the Santa Clara Valley Transportation Authority to operate the lanes on San Francisco’s behalf. San Mateo has similar authority and the intent is to allow a single, coordinated congestion management approach for the 101 corridor that extends from Santa Clara to San Francisco. Revenues would be spent according to a Board-approved expenditure plan on transportation projects that benefit transit riders, carpoolers, and drivers in the corridor.</p> <p>The bill passed out of the Assembly in May, and we anticipate it will next be heard at the Senate Transportation and Housing Committee in mid-June. We have requested an amendment to the bill to add a new section that would give the Transportation Authority a second option to ask the Bay Area Infrastructure Financing Authority to operate the lanes on San Francisco’s behalf. This amendment would address Metropolitan Transportation Commission staff’s interest in having the Board consider joining its regional express lane network while still requiring revenues to be spent according to a Board-approved expenditure plan. Under the new language, if the Board approves a managed lanes project at a later date, it would then have the ability to negotiate with the potential operators and select the preferred option.</p>
Support	AB 3124 Bloom D	<p>Vehicles: length limitations: buses: bicycle transportation devices</p> <p>This bill has passed both houses and was approved by the Governor on June 1. The SFMTA is a sponsor of this bill, which would allow transit agencies to increase the capacity of front-mounted bike racks from two bikes to three. The City’s State Legislation Committee and the Metropolitan Transportation Commission have also taken a position of support.</p>

Table 3. Proposition or Bill Status for Active Positions Taken in the 2017-2018 Session¹

Adopted Positions	Proposition or Bill # Author	Proposition or Bill Title	Status and Changes Since Last Report ¹ (as of 6/4/18)
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 Transportation and Housing
	AB 342 Chiu D	Vehicles: automated speed enforcement: five-year pilot program	Assembly Dead

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	AB 2304 Holden D	Reduced fare transit pass programs: report.	Referred to Senate Rules Committee
	AB 2363 Friedman D	Vision Zero Task Force.	Referred to Senate Rules Committee
	AB 2865 Chiu D	High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA).	Referred to Senate Rules Committee
	AB 3059 Bloom D	Go Zone demonstration projects.	Assembly Dead
	AB 3124 Bloom D	Vehicles: length limitations: buses: bicycle transportation devices	Chaptered June 1
	SB 422 Wilk R	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	SB 760 Wiener D	Bikeways: design guides	Referred to Assembly Transportation
	SB 768 Allen, Wiener D	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	SB 1119 Newman D	Low Carbon Transit Operations Program.	Referred to Assembly Transportation
	SB 1376 Hill D	Transportation network companies: accessibility plans	Held at Assembly Desk
	Prop 69	Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment. Legislative Constitutional Amendment on California's June 5, 2018 ballot	June 5, 2018 Ballot
Support if Amended	SB 936 Allen, Ben D	Office of Planning and Research: Autonomous Vehicles Smart Planning Task Force.	Senate Dead – Placed on suspense file at Senate Appropriations
Oppose	AB 65 Patterson R	Transportation bond debt service	Assembly Dead
	AB 1756 Brough R	Transportation Funding	Assembly Dead
	AB 2530 Melendez R	Bonds: Transportation	Assembly Dead – Failed Passage at Assembly Transportation
	AB 2712 Allen, Travis R	Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century	Assembly Dead – Failed Passage at Assembly Transportation
	AB 2989 Flora R	Standup electric scooters.	Referred to Senate Rules Committee
	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
	SB 1132 Hill D	Vehicles: right turn violations.	Held at Assembly Desk

¹Under this column, “Chaptered” means the bill is now law.