



RESOLUTION ADOPTING A REVISED POSITION OF SUPPORT IF AMENDED ON  
STATE SENATE BILL (SB) 1014 (SKINNER)

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

WHEREAS, On June 26, 2018, through approval of Resolution 18-59 the Transportation Authority adopted a support position on SB 1014 (Skinner) which was subsequently significantly amended as shown in the attached Table 1; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a revised position of support if amended on SB 1014 (Skinner); and be it further

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

Attachment: Table 1

State Legislation – July 2018

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

Staff is recommending changing the Transportation Authority’s support position on Senate Bill (SB) 1014 (Skinner) to support if amended, as shown in **Table 1**. **Table 2** provides an update on AB 2865 (Chiu) which the Transportation Authority is sponsoring. **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 Position	Bill # Author	Title and Description
Support if Amended	<a href="#">SB 1014</a> <a href="#">Skinner</a> D	<p><b>California Clean Miles Standard and Incentive Program: zero-emission vehicles.</b></p> <p>Would require that by January 1, 2020, the State Air Resources Board (ARB) establish a greenhouse gas (GHG) emissions baseline for transportation network companies (TNCs) on a per-passenger-mile basis. It would also require that by January 1, 2021, the ARB establish, and the Public Utilities Commission implement, annual targets and goals starting in 2023 for the reduction of GHG emissions per passenger mile driven on behalf of a transportation network company, including miles completed by modes of active transportation.</p> <p><b>The Transportation Authority Board adopted a support position on this bill in June. We are now recommending a support if amended position given recent amendments</b> which would allow companies like Uber or Lyft to count miles traveled by their bike, electric bike, and/or electric scooter fleets toward its annual targets. We feel the program should focus exclusively on trips taken by passenger vehicles driven on their behalf, and therefore do not recommend supporting the bill unless the prior language is reinstated or higher targets are established to account for the additional modes.</p>

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

Adopted Position	Bill # Author	Title and Update
Support / Sponsor	<a href="#">AB 2865</a> <a href="#">Chiu</a> D	<p><b>High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA).</b></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 (VTA) or, with recent amendments, the Bay Area Infrastructure Financing Authority (BAIFA) to operate the lanes on San Francisco’s behalf. 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>On June 26, the Senate Transportation and Housing Committee passed the amended bill and referred it to the Senate Appropriations Committee. We appreciate the continued efforts of Assemblymember Chiu and his staff to introduce the amendments and advance the bill through the Senate with continued coordination work by staff at VTA, San Mateo transportation agencies, and the Metropolitan Transportation Commission. SPUR, TransForm, the Natural Resources Defense Council, and the Bay Area Council all submitted letters of support for the bill in advance of the Senate committee meeting.</p>

Table 3. Proposition or Bill Status for Active Positions Taken in the 2017-2018 Session<sup>1</sup>

Adopted Positions	Proposition or Bill # Author	Proposition or Bill Title	Status and Changes Since Last Report <sup>1</sup> (as of 6/29/18)
Support	<a href="#">AB 1</a> <a href="#">Frazier</a> D	Transportation funding	Assembly Dead
	<a href="#">AB 17</a> <a href="#">Holden</a> D	Transit Pass Program: free or reduced-fare transit passes	Vetoed
	<a href="#">AB 87</a> <a href="#">Ting</a> D	Autonomous vehicles	Passed out of Committee into Senate Appropriations
	<a href="#">AB 342</a> <a href="#">Chiu</a> D	Vehicles: automated speed enforcement: five-year pilot program	Assembly Dead
	<a href="#">AB 2304</a> <a href="#">Holden</a> D	Reduced fare transit pass programs: report.	Re-referred to Senate Rules
	<a href="#">AB 2363</a> <a href="#">Friedman</a> D	Vision Zero Task Force.	Passed out of Committee into Senate Appropriations
	<a href="#">AB 2865</a> <a href="#">Chiu</a> D	High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA).	Passed out of Committee into Senate Appropriations
	<a href="#">AB 3059</a> <a href="#">Bloom</a> D	Go Zone demonstration projects.	Assembly Dead

	<a href="#">AB 3124 Bloom</a> D	Vehicles: length limitations: buses: bicycle transportation devices	Chaptered
	<a href="#">SB 422 Wilk</a> R	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	<a href="#">SB 760 Wiener</a> D	Bikeways: design guides	Amended in Assembly Transportation. Scaled back to now require Caltrans to consider NACTO's Urban Street Design Guide.
	<a href="#">SB 768 Allen, Wiener</a> D	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	<a href="#">SB 1014 Skinner</a> D	Zero-emission vehicles.	Passed out of Committee into Assembly Appropriations, recommend new Support if Amended position due to recent amendments (see Table 1)
	<a href="#">SB 1119 Newman</a> D	Low Carbon Transit Operations Program.	Passed out of committee into Assembly Appropriations
	<a href="#">SB 1328 Beall</a> D	Mileage-based road usage fee.	Passed out of committee into Assembly Appropriations
	<a href="#">SB 1376 Hill</a> D	Transportation network companies: accessibility plans	Passed out of committee into Assembly Appropriations
	<a href="#">Prop 69</a>	Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment. Legislative Constitutional Amendment on California's June 5, 2018 ballot	Passed by California voters on June 5, 2018
Support if Amended	<a href="#">SB 936 Allen, Ben</a> D	Office of Planning and Research: Autonomous Vehicles Smart Planning Task Force.	Senate Dead
Oppose	<a href="#">AB 65 Patterson</a> R	Transportation bond debt service	Assembly Dead
	<a href="#">AB 1756 Brough</a> R	Transportation Funding	Assembly Dead
	<a href="#">AB 2530 Melendez</a> R	Bonds: Transportation	Assembly Dead
	<a href="#">AB 2712 Allen, Travis</a> R	Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century	Assembly Dead
	<a href="#">AB 2989 Flora</a> R	Standup electric scooters.	Passed out of committee into Senate Appropriations
	<a href="#">SB 182 Bradford</a> D	Transportation network company: participating drivers: single business license	Chaptered
	<a href="#">SB 423 Cannella</a> R	Indemnity: design professionals	Senate Dead
	<a href="#">SB 493 Hill</a> D	Vehicles: right-turn violations	Assembly Appropriations
	<a href="#">SB 1132 Hill</a> D	Vehicles: right turn violations.	Passed out of committee into Assembly Appropriations

<sup>1</sup>Under this column, “Chaptered” means the bill is now law.