

State Legislation – September 2018 (Table 3 updated September 21, 2018)

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

The last day for each house to pass bills was August 31. The last day for the Governor to sign or veto bills is September 30. The information in the tables below is up-to-date as of September 4 to the best of our knowledge. Mark Watts, the Transportation Authority’s state legislative advocate, will provide an up-to-date overview at the September 11 Board meeting.

Staff is recommending adoption on the first read of a new support position on Assembly Bill (AB) 1184 (Ting) as a time sensitive action shown in **Table 1**. **Table 2** provides an update on AB 2865 (Chiu) which the Transportation Authority is sponsoring, as well as on four other bills of interest. **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	AB 1184 Ting D	<p><b>City and County of San Francisco: local tax: transportation network companies: autonomous vehicles.</b></p> <p>This bill would authorize the City and County of San Francisco to levy a local tax on the net rider fares charged by TNC contracted drivers and autonomous vehicles. The tax would be capped at 3.25% of the net rider fare, or 1.5% of the net rider fare for shared rides. The City and County of San Francisco would also be authorized to lower the tax rate for zero-emission vehicles. This tax would be subject to meeting a 2/3 vote threshold at the City and County level.</p> <p>Chair Peskin collaborated with Assemblymember Ting to draft AB 1184. The bill was amended into its current form in mid-August, and passed by both houses on August 31. As of September 4<sup>th</sup>, the bill was on its way to the Governor. <b>We are recommending adoption of a support position on the first read to help advocate for Governor Brown to approve AB 1184.</b></p> <p>Due to the timing of the end of this legislative session, Executive Director Tilly Chang has submitted a letter of support on behalf of the Transportation Authority, given that the bill is consistent with the Transportation Authority’s legislative program, and that the bill is consistent with the recommendations from the San Francisco Transportation 2045 Task Force from 2017.</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) – amended bill enrolled and presented to Governor</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) 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>At Caltrans’s request, Assemblymember Chiu amended the bill in August to specify that in order to implement the lanes, San Francisco and VTA would have to use the state process established in 2015 through AB 194, the same process through which the Transportation Authority could ask the Bay Area Toll Authority to operate managed lanes in San Francisco. The AB 194 process requires California Transportation Commission approval and mandates that Caltrans has a collaborative role in identifying how revenues are spent. The bill has been enrolled with these amendments.</p>
Support	<a href="#">AB 87</a> <a href="#">Ting</a> D	<p><b>Autonomous Vehicles – amended bill enrolled and presented to Governor</b></p> <p>When the Board approved a support position on this bill in January 2017, it had been authored in direct response to the public safety hazard facing San Francisco when Transportation Network Companies (TNCs) began operating autonomous vehicles in San Francisco without permits or notification to local government. It would have codified the Department of Motor Vehicles’ ability to revoke the vehicle registration for autonomous vehicles that violated its Autonomous Vehicle Tester Program and fine the TNCs that operate the vehicles as well as giving local law enforcement jurisdiction to impound them.</p> <p>The bill was subsequently amended several times. As enrolled, it would allow a peace officer or public employee to impound an autonomous vehicle if it does not have a valid permit for operations on public roads.</p>
	<a href="#">AB 2363</a> <a href="#">Friedman</a> D	<p><b>Vision Zero Task Force – bill enrolled and presented to Governor</b></p> <p>This bill establishes a state Vision Zero Task Force, including the Department of Highway Patrol, the University of California, local governments, and representatives from bicycle safety, transportation advocacy, motorist service, and labor organizations. The Task Force would be required to report back to the Legislature by January 1, 2020 with a detailed analysis of issues and a recommendation as to whether an alternate method for determining speed limits should be considered.</p> <p>Vision Zero has been a San Francisco priority since 2014, and we are pleased to see the State stepping up and taking on this issue. We will work with the San Francisco Municipal Transportation Agency and City staff to ensure San Francisco is engaged in the Task Force process.</p>

Oppose	<a href="#">AB 2989</a> <a href="#">Flora R</a>	<p><b>Motorized scooter: use of helmet: maximum speed – amended bill enrolled and presented to Governor</b></p> <p>When the Board approved an oppose position on this bill, it would have made substantial changes to how these vehicles were governed, including broad permission for parking in the public realm and allowing their use on public sidewalks unless expressly prohibited by local jurisdictions.</p> <p>Recent amendments would remove most of the changes to current statute and limit the scope of the legislation to 1) require helmets only for riders under the age of 18 and 2) authorize the operation of the vehicles on roads with a speed limit up to 35 miles per hour.</p>
Watch	<a href="#">AB 2578</a> <a href="#">Chiu D</a>	<p><b>Infrastructure Financing Districts – bill dead</b></p> <p>This bill would have allowed San Francisco to set up an infrastructure financing district that would contribute an anticipated total of \$250 million to the City’s Seawall Earthquake Safety Program.</p> <p>The bill was held at the Senate Appropriations Committee and therefore failed passage due to opposition from the Department of Finance because of the amount of property taxes that would be diverted from the state.</p>

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

Greyed out rows indicate that the bills died or were chaptered or vetoed prior to this month’s report.

Adopted Positions	Proposition or Bill # Author	Proposition or Bill Title	Status and Changes Since Last Report <sup>1</sup> <b>(UPDATED of 9/21/18)</b>
Support	<a href="#">AB 1</a> <a href="#">Frazier D</a>	Transportation funding	Assembly Dead
	<a href="#">AB 17</a> <a href="#">Holden D</a>	Transit Pass Program: free or reduced-fare transit passes	Vetoed
	<a href="#">AB 87</a> <a href="#">Ting D</a>	Autonomous vehicles	Enrolled and presented to the Governor
	<a href="#">AB 342</a> <a href="#">Chiu D</a>	Vehicles: automated speed enforcement: five-year pilot program	Assembly Dead
	<a href="#">AB 2304</a> <a href="#">Holden D</a>	Reduced fare transit pass programs: report.	Senate Dead – did not pass out of Committee by deadline
	<a href="#">AB 2363</a> <a href="#">Friedman D</a>	Vision Zero Task Force.	Enrolled and presented to the Governor
	<a href="#">AB 2865</a> <a href="#">Chiu D</a>	High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA).	<b>Chaptered 9/18/18</b>
	<a href="#">AB 3059</a> <a href="#">Bloom D</a>	Go Zone demonstration projects.	Assembly Dead
	<a href="#">AB 3124</a> <a href="#">Bloom D</a>	Vehicles: length limitations: buses: bicycle transportation devices	Chaptered
	<a href="#">SB 422</a> <a href="#">Wilk R</a>	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead

	<a href="#">SB 760</a> <a href="#">Wiener</a> D	Bikeways: design guides	Assembly Dead - did not pass out of Committee by deadline
	<a href="#">SB 768</a> <a href="#">Allen,</a> <a href="#">Wiener</a> D	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	<a href="#">SB 1119</a> <a href="#">Beall</a> D	Low Carbon Transit Operations Program.	<b><u>Chaptered 9/20/18</u></b>
	<a href="#">SB 1328</a> <a href="#">Beall</a> D	Mileage-based road usage fee.	Enrolled and presented to the Governor
	<a href="#">SB 1376</a> <a href="#">Hill</a> D	Transportation network companies: accessibility plans	Enrolled and presented to the Governor
	<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</a> <a href="#">Allen, Ben</a> D	Office of Planning and Research: Autonomous Vehicles Smart Planning Task Force.	Senate Dead
	<a href="#">SB 1014</a> <a href="#">Skinner</a> D	Zero-emission vehicles.	<b><u>Chaptered 9/13/18</u></b>
Oppose	<a href="#">AB 65</a> <a href="#">Patterson</a> R	Transportation bond debt service	Assembly Dead
	<a href="#">AB 1756</a> <a href="#">Brough</a> R	Transportation Funding	Assembly Dead
	<a href="#">AB 2530</a> <a href="#">Melendez</a> R	Bonds: Transportation	Assembly Dead
	<a href="#">AB 2712</a> <a href="#">Allen,</a> <a href="#">Travis</a> R	Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century	Assembly Dead
	<a href="#">AB 2989</a> <a href="#">Flora</a> R	Standup electric scooters.	<b><u>Chaptered 9/19/18</u></b>
	<a href="#">SB 182</a> <a href="#">Bradford</a> D	Transportation network company: participating drivers: single business license	Chaptered
	<a href="#">SB 423</a> <a href="#">Cannella</a> R	Indemnity: design professionals	Senate Dead
	<a href="#">SB 493</a> <a href="#">Hill</a> D	Vehicles: right-turn violations	Assembly Dead – did not pass out of Committee by deadline
	<a href="#">SB 1132</a> <a href="#">Hill</a> D	Vehicles: right turn violations.	Assembly Dead – did not pass out of Committee by deadline

<sup>1</sup>Under this column, “Chaptered” means the bill is now law, “Dead” means the bill is no longer viable this session, and “Enrolled” means it has passed both Houses of the Legislature.