



**San Francisco
County Transportation
Authority**

BD050923

RESOLUTION NO. 23-48

RESOLUTION ADOPTING A SUPPORT POSITION ON ASSEMBLY BILL (AB) 361
(WARD)

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 new support position on Assembly Bill (AB) 361 (Ward) as shown in Attachment 1; and

WHEREAS, At its May 9, 2023 meeting, the Board reviewed and discussed AB 361 (Ward); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a new support position on AB 361 (Ward); and be it further

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

Attachment:

1. State Legislation - May 2023



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The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 23rd day of May 2023, by the following votes:

Ayes: Commissioners Chan Dorsey Engardio, Mandelman, Preston, Ronen, Safai, Stefani, and Walton (9)

Absent: Commissioners Melgar and Peskin (2)

DocuSigned by:
Rafael Mandelman 6/9/2023
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Rafael Mandelman Date
Chair

DocuSigned by:
Chang 6/9/2023
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ATTEST:

Tilly Chang Date
Executive Director

San Francisco County Transportation Authority
Agenda Item 6

State Legislation - May 2023

(Updated May 1, 2023)

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

Staff is recommending a new support position on Assembly Bill (AB) 361 (Ward) as shown in **Table 1**.

Table 2 provides an update on AB 645 (Friedman), on which the Transportation Authority has a support position.

Table 3 shows the status of active bills on which the Board has already taken a position, or that staff has been monitoring as part of the watch list.

Table 1. Recommended New Positions and Additions to Watch List

| Recommended Positions | Bill # Author | Title and Summary |
|-----------------------|----------------------------------|--|
| Support | AB 361 Ward D | <p>Vehicles: video imaging of bicycle lane parking violations.</p> <p>This bill would authorize a pilot, through January 1, 2030, for cities to install automated forward-facing cameras on city-owned parking enforcement vehicles for the purpose of citing parking violations occurring in bicycle lanes. This would be similar to the authorization SFMTA already has to use forward-facing cameras on transit vehicles to enforce parking violations in transit-only lanes. The devices would be for the sole purpose of capturing parking violations and would be required not to unnecessarily capture images of other streets users. The bill would require the local agency to provide options to reduce or waive the payment of a parking penalty for indigent persons. Only warning notices could be issued for the first 60 days of the program and the agency must make a public announcement and provide the public with information about the program before it begins. Tickets would be civil penalties (not moving violations) and the bill provides for a process to contest the ticket. For privacy purposes, the bill would limit the public's right to access the images captured.</p> <p>Bike lanes provide dedicated space on the roadway to improve safety. When a motorist parks in the bike lane, it undermines that space and creates a dangerous environment for cyclists, causing them to swerve into the traffic lane. Currently, the only tool cities have to discourage drivers from stopping in bike lanes are tickets issued by parking control officers, who must record the vehicle VIN number and affix the citation on the vehicle being cited. This takes time and exposes the officer to potential assaults since they must leave their vehicle. Authorizing these forward-facing cameras would improve safety and allow SFMTA to improve their ability to disincentivize this dangerous behavior. San Francisco's State Legislation Committee approved a support position on this bill in April.</p> |

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Table 2. Notable Updates on Bills in the 2023-2024 Session

| Adopted Positions | Bill # Author | Title and Update |
|-------------------|-----------------------------------|---|
| Support | AB 645 Friedman D | <p>Vehicles: speed safety system pilot program.</p> <p>This bill would authorize, until January 1, 2032, the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco to establish a Speed Safety System Pilot Program (also known as automated speed enforcement) on designated safety corridors, on streets with a high number of speed contest or exhibition incidents, and in school zones (with some conditions). AB 645 specifies that any violation would be subject only to civil penalties. It would also make all photographic, video, or other visual or administrative records confidential except for the number of violations issued and the speeds at which they were issued for. To participate, a jurisdiction would have to meet specified requirements, including provisions such as a public information campaign, a warning period, privacy protections, a diversion program, and an impact analysis on street safety and economic impact on the communities where it is utilized.</p> <p>Since we presented this bill to the Transportation Authority in April, the bill was amended to include limits of the number of speed safety systems that can be installed in a jurisdiction and to add performance criteria that must be met for a system to operate longer than 18 months. A city with a population of between 800,000 and 3,000,000 would be limited to no more than 33 systems citywide. The amendments also added Assemblymember Ting as a primary author, Senator Wiener as a principal coauthor, and Assemblymember Haney as a coauthor.</p> <p>We are pleased to report that AB 645 passed out of the Assembly Transportation Committee with a vote of 12-0 and out of the Assembly Privacy and Consumer Protections Committee with a vote of 8-1. It will next be heard at Assembly Appropriations. We continue to work with our state legislative advocate Mark Watts to communicate the Transportation Authority's support of this important legislation.</p> |

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Table 3. Bill Status for Positions Taken in the 2023-24 Session

Below are updates for the two-year bills for which the Transportation Authority have taken a position or identified as a bill to watch. Updates to bills since the Board's last state legislative update are italicized.

| Adopted Positions / Monitoring Status | Bill # Author | Bill Title | Update to Bill Status ¹ (as of 05/04/2023) |
|---------------------------------------|---|---|--|
| Support | ACA 1 Aguiar-Curry D Haney D Principal Coauthor: Wiener D | Local government financing: affordable housing and public infrastructure: voter approval. Reduces the voter threshold from two-thirds to 55% for a city, county, or special district to approve a bond measure that funds the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing. | Assembly Desk |
| | AB 251 Ward D | California Transportation Commission: vehicle weight safety study. Requires the formation of a task force to study the relationship between vehicle weight and injuries to vulnerable road users and the costs and benefits of a passenger vehicle weight fee. | Assembly Appropriations |
| | AB 645 Friedman D | Vehicles: speed safety system pilot program. Establish a pilot safety program, including limited authorization of speed safety cameras. | <i>Assembly Appropriations</i> |
| Watch | AB 6 Friedman D | Transportation planning. Spot bill to require regions to fund transportation projects that significantly contribute toward their sustainable communities strategy goals and the state's climate goals. | <i>Assembly Appropriations</i> |
| | AB 7 Friedman D | Transportation: funding: capacity projects. Spot bill to eliminate single occupancy vehicle freeway capacity projects. | Assembly Appropriations |
| | AB 761 Friedman D | Transit Transformation Task Force. Establishes a task force to develop policies to grow transit ridership and improve the transit experience, requiring a report to the Legislature by January 1, 2025. | Assembly Appropriations |

¹Under 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. Bill status at a House's "Desk" means it is pending referral to a Committee.