



State Legislation - February 2024

(Updated February 21, 2024)

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

Staff is not recommending any new positions but are adding Assembly Bill (AB) 1777 (Ting), AB 1837 (Papan), Senate Bill (SB) 915 (Cortese), SB 925 (Wiener) and SB 926 (Wahab) to the Watch list, as shown in **Table 1**.

Table 2 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. It also includes a proposal to remove specified bills from future reporting if they cannot be taken up in 2024, the second year of the session (i.e., if they were chaptered or vetoed).

Table 1. Recommended New Positions

Recommended Positions	Bill # Author	Title and Summary
Watch	AB 1777 Ting D	<p>Autonomous vehicles.</p> <p>AB 1777 is an intent bill to enact legislation that would require automated vehicles (AVs) to comply with all California Vehicle Code traffic laws and to be assessed penalties whenever a vehicle violates those laws. The bill would also require the California Department of Motor Vehicles and California Public Utilities Commission to publish data.</p> <p>We are working closely with the San Francisco Municipal Transportation Agency (SFMTA), and the City Attorney’s Office, and have proposed substantive language to the Assemblymember’s office to address concerns around AV enforcement, permitting, and data transparency, as well as potentially authorize local cost recovery measures.</p>
Watch	AB 1837 Papan D	<p>San Francisco Bay area: public transportation.</p> <p>AB 1837 is an intent bill to enact legislation that would encourage coordination and collaboration among Bay Area transit agencies.</p> <p>We will continue to participate in ongoing discussions regarding regional transit network management with the Metropolitan Transportation Commission (MTC), Bay Area transit agencies, and other stakeholders, which will likely inform this bill’s substantive language if it advances.</p>



Recommended Positions	Bill # Author	Title and Summary
Watch	SB 915 Cortese D	<p>Local government: autonomous vehicles.</p> <p>SB 915 would prohibit an AV company from commencing commercial services within a jurisdiction until authorized by a local ordinance in addition to securing any approvals required by the state. The bill would require that the ordinance include provisions including but not limited to the establishment of reasonable vehicle caps and hours of service restrictions and the establishment of an interoperability or override system accessible by first responders. The bill would also authorize local jurisdictions to levy fees to cover the costs of carrying out an ordinance or resolution.</p> <p>We are placing this legislation on the Watch list while we continue to work with Assemblymember Ting on substantive language for AB 1777. The Los Angeles Board of Supervisors and San Mateo County Board of Supervisors recently adopted a support position on this bill.</p>
Watch	SB 925 Wiener D	<p>San Francisco Bay area: local revenue measure: transportation improvements.</p> <p>SB 925 states an intent to enact legislation that will authorize MTC to place a transportation revenue measure on the ballot as early as 2026 to fund the operation, expansion, and transformation of the Bay Area transportation network. In January, MTC (the bill’s sponsor) approved a potential framework for this legislation that includes two components. The first component would establish a menu of options for the types of revenue mechanisms that could be pursued and eligible expenditures. The second component would establish MTC as the Bay Area’s Regional Network Manager and include provisions that would advance the implementation of the region’s adopted Transit Transformation Action Plan (e.g., consistent fare payment, wayfinding, integrated fares, real time transit information).</p> <p>We have met with the author to provide input on future substantive language and are also actively meeting with MTC, other Bay Area agencies, and stakeholders through a regional transportation measure working group to discuss what should be incorporated into the legislation.</p>
Watch	SB 926 Wahab D	<p>San Francisco Bay area: public transportation.</p> <p>SB 926 would require the California State Transportation Agency to develop a plan to consolidate the Bay Area’s 26 transit agencies.</p> <p>It is unclear at this time whether the author intends the bill to simply mandate a planning process or will ultimately seek to mandate the plan’s implementation. Until more substantive language is introduced, we are not recommending taking a position. We will continue to focus our efforts on the development of substantive language for SB 925 (Wiener), which we believe is unlikely to mandate agency consolidations and instead will focus on customer-facing connectivity improvements and transit agency accountability measures.</p>



Table 2. 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 02/07/2024)
Support	SB 532 Wiener D	San Francisco Bay area toll bridges: tolls: transit operating expenses. Raise tolls on Bay Area bridges by \$1.50 for four years and direct funding to maintain transit services and help operators address the pending transit fiscal cliff.	Assembly Appropriations Bill held by author in 2023 to allow additional discussion with Bay Area legislators and other stakeholders.
Watch	AB 6 Friedman D	Transportation planning: regional transportation plans: Solutions for Congested Corridors Program (SCCP) reduction of greenhouse gas emissions. Increases state involvement in regional Sustainable Communities Strategy development and requires projects nominated to receive SCCP funds to demonstrate how it would contribute to achieving the state's greenhouse gas emission reduction targets.	Senate Transportation Bill held by author in 2023.
	AB 7 Friedman D	Transportation: planning: project selection processes. Requires state transportation agencies to incorporate a wide range of principles into their project identification processes (including vision zero, resiliency, Zero-Emission Vehicle infrastructure, not increasing passenger Vehicle Miles Traveled) and requires the next update to the California Transportation Plan include a financial element.	Senate Inactive in 2023.
Remove from Table (was Support)	ACA 1 Aguiar-Curry 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.	<i>Chaptered</i>



<p>Remove from Table (was Support)</p>	<p>AB 251 Ward D</p>	<p>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.</p>	<p><i>Chaptered (signed by Governor)</i></p>
<p>Remove from Table (was Support)</p>	<p>AB 361 Ward D</p>	<p>Vehicles: video imaging of bicycle lane parking violations. Authorizes the use of automated forward-facing cameras on parking enforcement vehicles for the purpose of citing parking violations in bicycle lanes.</p>	<p><i>Chaptered (signed by Governor)</i></p>
<p>Remove from Table (was Support)</p>	<p>AB 645 Friedman D</p>	<p>Vehicles: speed safety system pilot program. Establish a pilot safety program, including limited authorization of speed safety cameras.</p>	<p><i>Chaptered (signed by Governor)</i></p>
<p>Remove from Table (was Oppose Unless Amended)</p>	<p>AB 825 Bryan (D)</p>	<p>Vehicles: bicycles on sidewalks. Authorizes the use of bicycles on sidewalks statewide unless the adjacent street has a striped or separated bicycle facility. Bill has recently been amended to provide some flexibility to local governments to put in place restrictions on the use of bicycles on sidewalks (such as in commercial districts or on streets with a speed limit of 20 mph or less). However, we still feel the amendments are insufficient to withdraw the current position.</p>	<p><i>Vetoed by Governor</i></p>

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.