



**San Francisco  
County Transportation  
Authority**

BD041624

RESOLUTION NO. 24-37

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RESOLUTION ADOPTING SUPPORT AND SEEK AMENDMENT POSITIONS ON ASSEMBLY BILL (AB) 1777 (TING), AB 3061 (HANEY), AND SENATE BILL 1031 (WIENER, WAHAB)

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 new support and seek amendments positions on AB 1777 (Ting), AB 3061 (Haney), and Senate Bill (SB) 1031 (Wiener), as shown in Attachment 1, Table 1; and

WHEREAS, Staff recommended that the Board adopt the new positions on their first appearance so the Transportation Authority can strategically show support for these bills given state legislative hearings scheduled this month as staff continue to work closely with bill authors and sponsors to provide input on bill language; and

WHEREAS, At its April 16, 2024, meeting, the Board reviewed and discussed AB 1777 (Ting), AB 3061 (Haney), and SB 1031 (Wiener); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts new support and seek amendments positions on AB 1777 (Ting), AB 3061 (Haney), and SB 1031 (Wiener); and be it further

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

Attachment:

1. State Legislation - April 2024



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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 16th day of April 2024, by the following votes:

**Ayes:** Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, and Walton (9)

**Nays:**

**Absent:** Commissioner Safai and Stefani (2)

DocuSigned by:  
*Rafael Mandelman* 4/16/2024  
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\_\_\_\_\_  
Rafael Mandelman Date  
Chair

ATTEST: DocuSigned by:  
*Tilly Chang* 4/16/2024  
FFD2528AB8BE49B...  
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Tilly Chang Date  
Executive Director



**State Legislation - April 2024**

(Updated April 11, 2024)

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

Staff is recommending final approval on first appearance of new support and seek amendments positions on Assembly Bill (AB) 1777 (Ting), AB 3061 (Haney), and Senate Bill (SB) 1031 (Wiener, Wahab) as shown in **Table 1**. AB 1777 and AB 3061 are currently on the Transportation Authority's Watch list. SB 1031 incorporates SB 925 (Wiener) and SB 926 (Wahab), both of which were previously on our watch list, but will be dropped given consolidation of the bills into SB 1031.

We recommend final approval on first appearance for the three new positions so the Transportation Authority can strategically show support for these bills giving upcoming hearings (see Table 1 below) as we continue to work closely with bill authors and sponsors to provide input on bill language.

**Table 2** provides an update on AB 1837 (Papan), which is on the Transportation Authority's Watch list.

**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**

Recommended Positions	Bill # Author	Title and Summary
<p>Support and Seek Amendments  (was previously on Watch list)</p>	<p><a href="#">AB 1777</a> <a href="#">Ting D</a></p>	<p><b>Autonomous vehicles.</b></p> <p>AB 1777 would require a manufacturer to certify that, among other things, the autonomous vehicle (AV) is capable of responding to and complying with requirements about communications between the manufacturer and law enforcement officers, emergency responders, and traffic control officers. The bill would address how AVs are expected to comply with California Vehicle Code traffic laws and consequences whenever a vehicle violates those laws. It would require a manufacturer to submit to the Department of Motor Vehicles (DMV) a report summarizes specified activities of the AVs on a quarterly basis. It would authorize the DMV to assess incremental enforcement measures against the manufacturer, including restrictions on geographic area, operating hours, roadway type, speed, or weather conditions.</p> <p>We are working closely with the San Francisco Municipal Transportation Agency (SFMTA) and the City Attorney's Office. We have proposed substantive language to the Assemblymember's office to address concerns around AV enforcement, permitting, and data transparency. We understand that amendments to the bill are pending in advance of an April 22 hearing at the Assembly Transportation Committee.</p>



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<p>Support and Seek Amendments  (was previously on Watch list)</p>	<p><a href="#">AB 3061 Haney</a> D</p>	<p><b>Vehicles: Autonomous vehicle incident reporting.</b></p> <p>AB 3061 would require AV manufacturers to report to the DMV any vehicle collision, traffic violation, or disengagement of the automated driving system. The bill would require these reports to be submitted on a timeline adopted by the DMV and would require publication in an electronic, open, and machine-readable format. It would require the creation and publication of an AV incident form and a form to allow for the aggregate analysis of AV safety by no later than July 1, 2025. The bill would allow the DMV to impose fines for violations of the reporting provisions and could suspend or revoke the testing and deployment permit of any manufacturer while an investigation of any violations is pending. The bill would also authorize members of the public or public entities to submit an AV incident report to the DMV. The bill’s sponsors are the Teamsters and the Consumer Attorneys of California.</p> <p>We have been working closely with the author and bill sponsors on recommendations for legislative requirements that would ensure greater transparency of AV testing and deployment. Our goal is to ensure AV companies are reporting on key safety metrics as well as other metrics such as vehicle miles traveled that would help the DMV and local jurisdictions better understand AVs’ impacts on public roadways. The author has invited Transportation Authority staff to serve as a technical witness at the bill’s April 15 Assembly Transportation Committee hearing.</p>
<p>Support and Seek Amendments</p>	<p><a href="#">SB 1031 Wiener, Wahab</a> D</p>	<p><b>San Francisco Bay Area: local revenue measure: transportation improvements.</b></p> <p>SB 1031 incorporates SB 925 (Wiener) and SB 926 (Wahab) and replaces their intent language with the first round of substantive amendments. The bill would authorize the Metropolitan Transportation Commission (MTC) to place a regional revenue measure on the ballot as soon as November 2026, assign duties and authorities to the MTC for regional transit network management, require preparation of an assessment and plan for consolidation of Bay Area transit agencies, and modify existing statute related to the Bay Area commute benefits ordinance. Eligible expenditures for the revenue measure include transit transformation (both capital and operating support), safe streets, connectivity, and climate resilience. MTC is the bill’s sponsor.</p> <p>We are working directly with the authors’ offices and participating in MTC’s working group to provide input. The MTC / ABAG Legislation Committee will discuss potential substantive amendments at a meeting on April 12, prior to an April 21 Senate Committee on Transportation hearing. Amendments we are seeking include ensuring that MTC regional network management policies and regulations do not result in any unfunded mandates for transit operators; ensuring that transit operators are fairly represented in the regional network management governance structure; and substantively revising the transit consolidation assessment language to include a clear problem statement and objectives that do not presuppose an outcome, to broadly define consolidation (e.g. from functional consolidation to consolidation of 2 or more operators), and to recognize that consolidation may not be the only or most appropriate solution for each problem. Please refer to the attached slide deck for more information on SB 1031.</p>



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

Adopted Positions	Bill # Author	Title and Update
Watch	<a href="#">AB 1837</a> <a href="#">Papan</a> D	<p><b>San Francisco Bay Area: public transit: Regional Network Management Council.</b></p> <p>Previously this was an intent bill to encourage coordination and collaboration among Bay Area transit agencies. It has subsequently been amended to create a Bay Area Regional Network Management Council as an 11-member council to provide leadership and critical input on regional transit policies and provide executive guidance on actionable implementation plans to improve Bay Area transit. The bill would require MTC to facilitate the creation of the council as an advisory body.</p> <p>Currently the list of council membership includes the MTC Executive Director and ten transit agency Executive Directors and General Managers. Membership is specified for executives from BART; Caltrain; the Santa Clara Valley Transportation Authority; AC Transit; the Golden Gate Bridge, Highway, and Transportation District; SamTrans; and three other transit operator executives to be appointed by the council in the future. This essentially codifies the membership of MTC's existing Regional Network Management Council, minus the inclusion of a seat for SFMTA. The author has indicated that she is working on language that would also specify a representative from SFMTA. We will keep an eye out for that amendment.</p>

**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 <sup>1</sup> (as of 04/10/2024)
Support	<a href="#">SB 532</a> <a href="#">Wiener</a> D	<p><b>San Francisco Bay area toll bridges: tolls: transit operating expenses.</b></p> <p>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.</p>	Assembly Appropriations
	<a href="#">SB 915</a> <a href="#">Cortese</a> D	<p><b>Local government: autonomous vehicles.</b></p> <p>Prohibits 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.</p>	Senate Local Government Committee



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Watch	<a href="#">AB 6 Friedman</a> D	<b>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program (SCCP) reduction of greenhouse gas emissions.</b>  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
	<a href="#">AB 7 Friedman</a> D	<b>Transportation: planning: project selection processes.</b>  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
	<a href="#">AB 1777 Ting</a> D  <b>Recommending support and seek amendments (see Table 1).</b>	<b>Autonomous vehicles.</b>  Amended to require AV manufacturers to comply with the Vehicle Code, certify AV capability around interactions with first responders, and provide information that advances transparency. Allows the DMV to suspend, revoke, or impose incremental enforcement measures if these provisions are violated.  As reported last month, we are working closely with the author, 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.	Assembly Transportation
	<a href="#">AB 1837 Papan</a> D	<b>San Francisco Bay area: public transportation.</b>  Establishes an 11-member Regional Network Management Council to serve as an advisory body to MTC.	Assembly Transportation
	<a href="#">AB 2813 Aguiar-Curry</a> D	<b>Government Investment Act.</b>  Details the types of eligible affordable housing programs that could be funded through a measure approved under ACA 1 (if approved by voters), requires the California State Auditor to establish best practices for audits, and establishes requirements regarding the appointment and function of a citizens' oversight committee.	Assembly Local Government



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	<p><a href="#">AB 3061</a> <a href="#">Haney</a> D</p> <p><b>Recommending support and seek amendments (see Table 1).</b></p>	<p><b>Vehicles: Autonomous vehicle (AV) incident reporting.</b></p> <p>Requires AV manufacturers to report to the California DMV any vehicle collision, traffic violation, or disengagement, and authorizes the DMV to impose fines for violations of the bill’s provisions and suspend testing and deployment permits.</p> <p>As reported last month, we are working closely with the author and have proposed substantive language to the Assemblymember’s office regarding data transparency.</p>	<p>Assembly Transportation</p>
	<p><a href="#">SB 925</a> <a href="#">Wiener</a> D</p>	<p><b>San Francisco Bay area: local revenue measure: transportation improvements.</b></p> <p>Previously stated an intent to 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.</p> <p>This bill has been superseded by SB 1031 and has been amended to address legislative review of state agency action.</p>	<p><i>Gutted and amended. <b>Bill to be removed from Watch list.</b></i></p>
	<p><a href="#">SB 926</a> <a href="#">Wahab</a> D</p>	<p><b>San Francisco Bay area: public transportation.</b></p> <p>Previously would have required the California State Transportation Agency to develop a plan to consolidate the Bay Area’s 26 transit agencies.</p> <p>This bill has been superseded by SB 1031 and has been amended to address the distribution of intimate images.</p>	<p><i>Gutted and amended. <b>Bill to be removed from Watch list.</b></i></p>

<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. Bill status at a House’s “Desk” means it is pending referral to a Committee.