



AGENDA ITEM 7

State Legislation - April 2024

(Updated April 11, 2024)

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

[\[Recommended positions approved on April 16, 2024 \(Res. 24-37\)\]](#)

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>AB 1777 Ting D</p>	<p>Autonomous vehicles.</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>



<p>Support and Seek Amendments (was previously on Watch list)</p>	<p>AB 3061 Haney D</p>	<p>Vehicles: Autonomous vehicle incident reporting.</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>SB 1031 Wiener, Wahab D</p>	<p>San Francisco Bay Area: local revenue measure: transportation improvements.</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>



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

Adopted Positions	Bill # Author	Title and Update
Watch	AB 1837 Papan D	<p>San Francisco Bay Area: public transit: Regional Network Management Council.</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 ¹ (as of 04/10/2024)
Support	SB 532 Wiener D	<p>San Francisco Bay area toll bridges: tolls: transit operating expenses.</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
	SB 915 Cortese D	<p>Local government: autonomous vehicles.</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



Watch	AB 6 Friedman D	<p>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program (SCCP) reduction of greenhouse gas emissions.</p> <p>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.</p>	Senate Transportation
	AB 7 Friedman D	<p>Transportation: planning: project selection processes.</p> <p>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.</p>	Senate Inactive
	AB 1777 Ting D Recommending support and seek amendments (see Table 1).	<p>Autonomous vehicles.</p> <p>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.</p> <p>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.</p>	Assembly Transportation
	AB 1837 Papan D	<p>San Francisco Bay area: public transportation.</p> <p>Establishes an 11-member Regional Network Management Council to serve as an advisory body to MTC.</p>	Assembly Transportation
	AB 2813 Aguiar-Curry D	<p>Government Investment Act.</p> <p>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.</p>	Assembly Local Government



	<p>AB 3061 Haney D</p> <p>Recommending support and seek amendments (see Table 1).</p>	<p>Vehicles: Autonomous vehicle (AV) incident reporting.</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>SB 925 Wiener D</p>	<p>San Francisco Bay area: local revenue measure: transportation improvements.</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. Bill to be removed from Watch list.</i></p>
	<p>SB 926 Wahab D</p>	<p>San Francisco Bay area: public transportation.</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. Bill to be removed from Watch list.</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.

Attachment 1

Senate Bill 1031

The Connect Bay Area Act



San Francisco
County Transportation
Authority

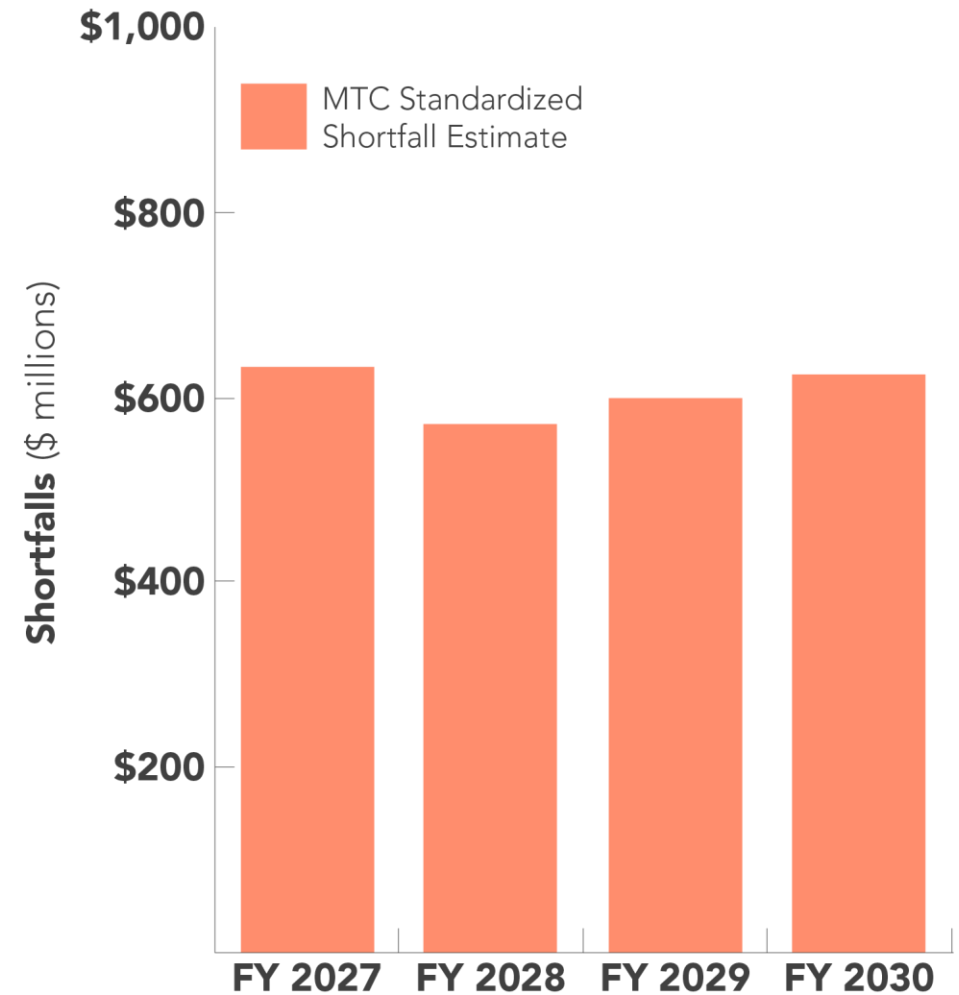
Community Advisory Committee — Agenda Item 7
April 24, 2024

Background

COVID-19 pandemic abruptly shifted travel patterns, leading to fiscal challenges for many transit agencies

- The Metropolitan Transportation Commission (MTC) anticipates a standardized operating budget shortfall of about \$600 million for Bay Area transit agencies beginning in Fiscal Year 2027
- In 2023, amendments to the California State Budget Act of 2023 and SB 125 provided short-term transit operating assistance to avoid service cuts

**Bay Area Transit Agency
Projected Shortfalls (\$ in millions)**



Background

- January 2024 – Senator Scott Wiener introduced **Senate Bill 925**, which would have authorized MTC to place a transportation revenue measure on the ballot as early as 2026 to fund transportation network operations and improvements
- Senator Aisha Wahab introduced **Senate Bill 926** which would have required the California State Transportation Agency to develop a plan to consolidate the Bay Area’s 26 transit agencies

Background

- In March 2024, Senators Wiener and Wahab announced **Senate Bill 1031**, the Connect Bay Area Act, which combined SB 925 and SB 926 into a single bill



Senate Bill 1031 Overview

Major Components

1. Authorizes regional measure via MTC or qualified voter initiative with provisions for types and uses of revenue
2. Designates MTC with transit Regional Network Management (RNM) responsibilities for Bay Area transit services
3. Requires assessment of and a plan for consolidation of Bay Area transit agencies
4. Modifies existing Bay Area Transportation Demand Management statute with key changes subject to voter approval

Language is not final; future substantive amendments are expected.

1. Revenue Measure

- Authorizes placement of a measure on ballot for the nine Bay Area counties (or a subset) by MTC or via qualified voter initiative no sooner than November 2026
- Authorizes sales, payroll, and parcel taxes and vehicle registration fees
- Must be used for:
 - a. Transit Transformation (\$750 million minimum annually for operations and customer-facing capital projects)
 - b. Safe Streets
 - c. Connectivity
 - d. Climate Resilience

2. Regional Network Management (RNM)

- Assigns authorities to MTC as the Regional Network Manager to create a seamless transit experience in the Bay Area. Allows MTC to condition existing and new funding based on compliance with RNM policies.
- RNM activities cover:
 - Coordination of fares (including fare payment and fare integration)
 - Schedules
 - Mapping and wayfinding
 - Real-time transit information
 - Other customer-facing operating policies

3. Transit Consolidation Assessment and Plan

- California State Transportation Agency (CalSTA) must work with a transportation institute to complete an assessment of consolidation for Bay Area transit agencies by January 2026
- Must complete a plan for consolidation by January 2027
- Consolidation broadly defined, includes combining agency staffs, replacing multiple boards with a unified governing board, and creating umbrella structures

Note: Senator Wahab has indicated that amendments will be made, such as ensuring that bill language does not presuppose what the findings of the assessment would be.

4. Transportation Demand Management

Amends existing law authorizing the Bay Area Air Quality Management District and MTC to jointly adopt a commute benefit ordinance

- Adds an option for Bay Area employers to purchase a regional transit pass for employees to meet existing ordinance requirements
- Subject to voter approval as part of a future revenue measure, would require an employer with 50+ employees in proximity to transit to purchase regional transit passes for its employees

Recommendation to Support and Seek Amendments

Strategically demonstrate early support while continuing conversations with authors and sponsor regarding desired amendments

High priority amendments include:

- MTC Regional Network Management (RNM) policies and requirements shall keep transit operators financially whole and not require service cuts.
- Transit operators shall be fairly represented in the RNM governance structure, bringing in their 'boots on the ground' expertise and recognizing their financial and other duties as transit agencies.
- Transit consolidation study should not presuppose the outcome, should broadly define consolidation, and should recognize that consolidation may not be the best solution to any given problem

Topics for Further Discussion

Active conversations with the authors, MTC, and stakeholders on the following topics are anticipated to help shape future amendments

- Return to source/fair geographic distribution
- Process for counties to opt out of revenue ballot measure
- Highway capacity project eligibility
- Financial guardrails for transit operators related to impacts of Regional Network Management activities on agency operating budgets
- Regional Network Management governance
- Transportation Demand Management ordinance

SB 1031 Upcoming Senate Hearings

- April 23 - Senate Transportation Committee hearing
- April 24 - Senate Revenue and Taxation Committee hearing

We will provide monthly updates to the Board via state and federal legislation agenda items and will continue to support our MTC Commissioners.

Thank you.

Martin Reyes

martin.reyes@sfcta.org

415-522-4824 office



San Francisco
County Transportation
Authority



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