



RESOLUTION ADOPTING SUPPORT POSITIONS ON ASSEMBLY BILL (AB) 43 (FRIEDMAN), AB 455 (BONTA, WICKS, WIENER), AB 550 (CHIU), AB 917 (BLOOM), AND AB 1238 (TING)

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 positions on AB 43 (Friedman), AB 455 (Bonta, Wicks, Wiener), AB 550 (Chiu), AB 917 (Bloom) and AB 1238 (Ting), as shown in Attachment 1; and

WHEREAS, AB 550 (Chiu) would authorize the local use of speed safety cameras, which are currently used in 142 communities in the United States and has been shown to have a meaningful safety impact by reducing severe and fatal traffic collisions by as much as 58 percent; and

WHEREAS, The Vision Zero Task Force is supportive of speed safety cameras as a strategy to reduce traffic violence because unsafe speed is one of the most commonly cited factors in traffic fatalities, being reported as a primary or secondary factor in 40% of San Francisco's fatal collisions in 2020; and

WHEREAS, The San Francisco Municipal Transportation Agency and the Transportation Authority have made seeking state authorization to implement speed safety cameras a legislative priority for several years; and

WHEREAS, At its March 24, 2021 meeting, the Citizens Advisory



Committee reviewed and adopted a motion of support for a support position on AB 550 (Chiu); and

WHEREAS, At its April 13, 2021 meeting, the Board reviewed and discussed AB 43 (Friedman), AB 455 (Bonta, Wicks, Wiener), AB 550 (Chiu), AB 917 (Bloom) and AB 1238 (Ting); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts new support positions on AB 43 (Friedman), AB 455 (Bonta, Wicks, Wiener), AB 550 (Chiu), AB 917 (Bloom) and AB 1238 (Ting); and be it further

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

Attachment:

1. State Legislation - April 2021

San Francisco County Transportation Authority

State Legislation - April 2021

(Updated April 6, 2021)

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

Staff is recommending new support positions on Assembly Bill (AB) 43 (Friedman), AB 455 (Bonta, Wicks, Wiener), AB 550 (Chiu), AB 917 (Bloom) and AB 1238 (Ting), and new watch positions on AB 629 (Chiu) and Senate Bill 735 (Rubio) as show in **Table 1**. The Board does not act on watch positions.

Table 2 provides an update on AB 117 (Boerner Horvath), on which the Transportation Authority has previously taken a support position.

Table 3 shows the status of active bills on which the Board has already taken a position.

Table 1. New Recommended Position

Recommended Positions	Bill # Author	Title and Update
<p>Support (Currently Watch)</p>	<p>AB 43 Friedman D</p>	<p>Traffic safety.</p> <p>The Transportation Authority established a Watch position at its March 23, 2021 meeting, in part due to amendments that were in process. The bill has since been amended. SFMTA worked with the author on these changes and the Mayor’s Office State Legislation Committee adopted a support position on the bill in March.</p> <p>As amended, the bill would provide significant new flexibility for Caltrans and local jurisdictions to establish speed limits that respond to specific localized safety concerns. It would now: allow authorities to consider bicyclist and pedestrian safety when adjusting speed limits; lower the prima facie speed limits to 25 mph on any highway except state highways that are located in a business or residence district; allow the state and local jurisdictions to declare speed limits below 25 mph; extend existing ability to set speed limits without an engineering study to locations approaching a business district; allow local jurisdictions to reduce speed limits below the 85th percentile; and extend the years an engineering study would apply from seven to fourteen.</p> <p>We are recommending revising the position from Watch to Support with these amendments, which will provide significant new tools to make meaningful speed limit adjustments in response to on-the-ground safety conditions in San Francisco. Local speed limit setting flexibility has been a key Vision Zero strategy and was a recommendation by last year’s state Zero Traffic Fatalities Task Force.</p>

San Francisco County Transportation Authority

Recommended Positions	Bill # Author	Title and Update
<p>Support (Currently Watch)</p>	<p>AB 455 Bonta D Coauthors: Wicks D Wiener D</p>	<p>Bay Bridge Fast Forward Program.</p> <p>The Transportation Authority established a Watch position at its March 23, 2021 meeting, as staff was still discussing the potential impact of the bill with local and regional partners and waiting to see if any amendments would be forthcoming. Last month, the bill would have established requirements for the Bay Area Toll Authority (BATA) to identify, plan, and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor and would have authorized a pilot program for a transit- and very high occupancy-vehicle lane on the bridge after January 1, 2025 if conditions were still congested.</p> <p>As amended, this bill would simply authorize BATA, in coordination with Caltrans, to designate transit-only lanes on the San Francisco - Oakland Bay Bridge. BATA has already included a study of a transit-only lane on the bridge in its Bay Bridge Forward suite of projects. We believe establishing a regional process to determine whether to implement the lane is a more reasonable approach than mandating one at the state level. We are therefore recommending changing the current Watch position to a Support position at this time.</p>
<p>Support</p>	<p>AB 550 Chiu D</p>	<p>Vehicles: speed safety system pilot program.</p> <p>This bill would require the Secretary of Transportation to adopt guidelines by July 1, 2022 for the implementation of two types of speed safety system pilots - one for dangerous local streets, and the other for active state or local work zones. In the context of this bill, a speed safety system refers to a fixed or mobile radar or laser system or any other electronic device that utilizes automated equipment to detect a violation of speeding laws and is designed to obtain a clear photograph, video recording, or other visual image of a vehicle license plate. The pilot program guidelines must be developed in consultation with stakeholders such as Caltrans, local governments, privacy stakeholders, and racial and economic justice groups. The pilots must include privacy protections, limits on the use of data, a ban on facial recognition technology, a civil citation of no more than \$125, a low income driver diversion program, and annual reports to the Legislature beginning within two years of the pilot commencing.</p> <p>Speed detection systems have been shown to reduce the number of severe and fatal collisions by as much as 58% across the United States and have been identified as a critical tool to combat pedestrian fatalities by the city's Vision Zero Task Force and many other pedestrian safety organizations. Securing authorization for a speed safety camera pilot program has been a top priority for SFMTA and the Transportation Authority for years. Mayor Breed is already on record supporting AB 550, and SFMTA staff is requesting that the Mayor's Office State Legislation Committee adopt a Sponsor position on the bill at its April meeting. The Transportation Authority's Citizens Advisory Committee adopted a motion of support to adopt a support position at its March 24 meeting.</p> <p>A fact sheet on AB 550 is included as an attachment to this table.</p>

San Francisco County Transportation Authority

Recommended Positions	Bill # Author	Title and Update
Watch	AB 629 Chiu D	<p>San Francisco Bay area: public transportation.</p> <p>This bill builds on last year’s AB 2057 (Chiu) in that it is intended to move the Bay Area toward a more connected, coordinated, equitable, and effective regional transit system. Named the Seamless and Resilient Bay Area Transit Act, it would require the Metropolitan Transportation Commission (MTC) to consult with transit agencies, local jurisdictions, county transportation agencies, and the general public to accomplish a number of mandates, including:</p> <ol style="list-style-type: none"> 1. Establish and maintain a transit priority network for the San Francisco Bay Area. 2. By February 1, 2022, complete an integrated regional transit fare study and by January 1, 2023 complete a report on the progress of implementing the recommendations of the study. 3. By July 1, 2023, create a pilot program to implement an accumulator transit pass among multiple operators providing service in at least 3 adjacent counties. 4. By July 1, 2024, develop a comprehensive, standardized regional transit mapping and wayfinding system as well as a strategy for deployment and maintenance of the system. 5. By January 1, 2024, in partnership with the Department of Transportation and the operators of managed lanes in the San Francisco Bay Area, develop a strategy to ensure the regional managed lanes network supports seamless operation of high-capacity transit. 6. Coordinate transit agencies’ route, schedule, and fare data and develop an implementation and funding plan for deployment of real-time information. <p>It would also direct Bay Area transit agencies to:</p> <ol style="list-style-type: none"> 1. By July 1, 2025, only use the regional transit mapping and wayfinding system developed by MTC. 2. Use open data standards to make available all routes, schedules, and fares in a specified data format and to track actual transmission of real-time information by transit vehicles to ensure that schedule predictions are available. <p>We are recommending a watch position at this time, as we expect that the bill’s language will change after the regional Blue Ribbon Transit Task Force concludes its work and releases its Action Plan, expected in June/July 2021. This ad hoc group, which includes Assemblymember Chiu, transit operators, and various representatives from transit interest groups, convened in May 2020 to develop a COVID recovery strategy as well strategies to achieve a more connected Bay Area transit system. SFMTA’s Director of Transportation, Jeffrey Tumlin and the city’s MTC Commissioner Nick Josefowitz both serve on the Task Force.</p>

San Francisco County Transportation Authority

Recommended Positions	Bill # Author	Title and Update
Support	AB 917 Bloom D	<p>Vehicles: video imaging of parking violations.</p> <p>SFMTA currently has state authority to enforce parking violations in transit-only traffic lanes with automated forward-facing cameras on transit vehicles to enforce violations such as double parking. This bill would extend that authorization to any public transit operator in the state indefinitely. It would also allow enforcement of curbside parking violations at transit stops and stations.</p> <p>We are recommending a Support position on this bill to provide SFMTA with a more effective way to cite vehicles that park in bus stop zones and by doing so, contribute to increased transit reliability and safety for loading/unloading.</p>
Support	AB 1238 Ting D	<p>Pedestrian access.</p> <p>This bill would decriminalize a number of pedestrian activities that are currently prohibited and subject to police citation, including:</p> <ul style="list-style-type: none"> • Crossing a roadway outside of a crosswalk • Crossing a roadway when no cars are present • Stepping off the curb at an intersection during a yellow light • Obeying traffic signals <p>We understand this bill is likely in reaction to a consistent practice of police stopping and ticketing jaywalkers in Southern California. We are recommending a support position on this bill since it would focus police enforcement of traffic violations on the drivers of vehicles, which are statistically much more frequently at fault for fatalities and severe injuries.</p>
Watch	SB 735 Rubio D	<p>Vehicles: speed safety cameras.</p> <p>Similar to AB 550 (Chiu), this bill would authorize a local authority to use speed safety cameras to enforce speed limits, however only within 2,500 feet of a school where there is an indication that vehicle, pedestrian, or bicycle traffic is substantially generated or influenced by the school. It would be a permanent authorization, not a pilot. The bill would also prescribe requirements for the program, including, among other things, notice to the public, issuance of civil citations, and confidentiality of data as well an appeal process.</p> <p>In general, this bill represents a limited scope authorization of speed safety cameras, while AB 550 would provide broader flexibility that would better correspond to the city's high injury network, including dangerous local roads near schools. We are recommending a Watch position in order to make it clear to legislators what the Transportation Authority's priority is with respect to authorizing these cameras. We will carefully track both pieces of legislation and can return with a recommendation for a Support position if AB 550 looks like it is not going to advance this year.</p>

San Francisco County Transportation Authority

Table 2. Notable Updates on Bills in the 2019-2020 Session

Adopted Positions	Bill # Author	Title and Update
Support	AB 117 Boerner Horvath D	<p>Air Quality Improvement Program: electric bicycles.</p> <p>In March, when the Transportation Authority adopted a support position on the bill, it would have created a \$10 million electric bicycle rebate program. Based on Board input, we approached the author to convey the Transportation Authority's support for the bill and request that 1) rebates are scaled so that lower income purchasers get bigger rebates than higher income purchasers and 2) income determinations be made using local median income instead of statewide median income. Mark Watts, our Sacramento advocate, subsequently met with the author's staff to discuss the request and testified on behalf of the Transportation Authority at the bill's hearing at the Assembly Transportation Committee on April 5, 2021.</p> <p>Recent amendments established goals that include prioritizing funding for individuals from low-income households and restricting eligibility to individuals and households with incomes below the maximum limits established in the existing Clean Vehicle Rebate Project. Presently the income cap above which households are ineligible to receive vehicle rebates are \$150,000 for single income tax filers, \$204,000 for head-of-household filers, and \$300,000 for joint filers. However, the \$10 million appropriation in cap and trade funds was also removed from the legislation, so a fund source would now have to be identified to implement the program.</p>

Table 3. Bill Status for Active Positions Taken in the 2021-22 Session

Updates to bills since the last Board meeting are italicized.

Adopted Positions	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 3/30/2021)
Support	AB 117 Boerner Horvath D	Air Quality Improvement Program: electric bicycles.	<i>Assembly Transportation</i>
	AB 1499 Daly D	Transportation: design-build: highways.	<i>Assembly Transportation</i>
Oppose	AB 5 Fong R	Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan.	<i>Assembly Transportation</i>

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. "Two-year" bills have not met the required legislative deadlines and will not be moving forward this session but can be reconsidered in the second year of the session which begins in December 2021. Bill status at a House's "Desk" means it is pending referral to a Committee.

ASSEMBLY BILL 550 (CHIU)

SAFE STREETS AND WORK ZONES ACT OF 2021

SUMMARY

Assembly Bill 550 protects the safety of vulnerable travelers and workers on California roads by giving local transportation authorities and the state the option of creating speed safety pilot programs informed by a stakeholder-driven process under the auspices of the Secretary of the California State Transportation Agency.

BACKGROUND

From 2005 to 2014, 363,606 Americans [were killed](#) in instances of traffic violence nationwide. Of those, 112,580 people – 31 percent – were killed in speeding-related incidents. California is no exception to the scourge of speeding fatalities: over 1,000 Californians have [died](#) in speed-related traffic collisions every year for the past five years.

In addition, work crews in state and local work zones face incredibly dangerous working conditions. Workers face a high risk of being injured or killed by distracted or speeding drivers – and many have been struck and killed in the line of duty. The number of active work zones has increased in recent years due to an influx of transportation project funds. The state has undertaken additional safety campaigns, but many sites are still very dangerous.

Jurisdictions suffering from high levels of avoidable fatal and severe collisions are desperate for additional tools to bring the number of traffic deaths down to zero. Vision Zero traffic safety initiatives underway in these localities have made some progress, but these efforts to date have not brought about the necessary reductions in injuries and deaths.

Many streets with the highest incidents of fatal and severe crashes are in regionally-identified Communities of Concern, where a high percentage of households with minority or low-income status, seniors, people with limited English proficiency, and people with disabilities reside and are

disproportionately impacted. Children going to school, pedestrians and cyclists heading to work, and seniors attending to errands are at risk every day.

Vision Zero efforts have historically focused on a traditional law enforcement response to speeding and other dangerous driver behaviors, as well as education and engineering efforts. However, these traditional enforcement methods have had a well-documented disparate impact on communities of color, and implicit or explicit racial bias in police traffic stops puts drivers of color at risk. Jurisdictions around the state are seeking alternatives to traditional enforcement mechanisms that will protect public safety while being responsive to community concerns.

THE PROBLEM

Across the United States, numerous peer-reviewed [studies](#) have shown that speed detection systems reduce the number of severe and fatal collisions by as much as 58 percent. Despite an established history, California law currently prohibits the use of these systems.

Studies have shown that speed is the *leading* factor when determining fault in fatal and severe collisions, yet existing efforts have not led to the reduction in speed and traffic violence needed to save lives and make communities safe. California must provide communities with the option to pilot this public safety tool in order to create the expectation of regular speed checking on the most dangerous streets, and in workzones where traffic work crews are in dangerous proximity to fast-moving vehicles.

THE SOLUTION

AB 550 directs the Secretary of CalSTA to bring together a stakeholder working group to establish program guidelines for the piloting of two speed

safety programs: one on dangerous local streets, and the other in active state or local work zones.

Pilot programs must comply with the following specific requirements in order to operate:

- **Program Operation:** Must be operated by a jurisdiction’s transportation department or similar administrative agency.
- **Privacy Protections:** Jurisdiction must adopt a policy setting out clear restrictions on the use of data and provisions to protect, retain, and dispose of that data. Data from a system cannot be used for any other purpose or disclosed to any other person or agency except as required by law or in response to a court order or subpoena.
- **Facial Recognition Ban:** Jurisdictions are prohibited from using facial recognition technology in a program.
- **Citation Type:** Citations are civil in nature, not criminal, and shall not result in a point on a driver’s record.
- **Fine Amount:** The total penalty amount, including fees, is capped at \$125.
- **Adjudication:** Jurisdictions must provide for a hearing and appeal process for contesting citations.
- **Equity:** Jurisdictions must offer a low-income driver diversion program with specified alternative remedies in lieu of payment and reduced fines for qualifying individuals.
- **Oversight and Evaluation:** Each jurisdiction must submit a report and evaluation to the Legislature within two years of the start of the program and annually thereafter. Reports must include a specific analysis of racial equity and financial impacts of programs developed in collaboration with stakeholder groups.
- **Sunset:** The Act and any authorized programs sunset on January 1, 2027.

The working group, informed by collaboration with stakeholders and experts, will establish additional guidelines in certain areas, including system placement, speed thresholds, warning phases prior to deployment, and community engagement.

SUPPORT

City of Los Angeles (cosponsor)
City of Oakland (cosponsor)
City of San Francisco (cosponsor)
City of San Jose (cosponsor)
San Francisco Bicycle Coalition
Walk San Francisco

FOR MORE INFORMATION

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