

San Francisco County Transportation Authority

State Legislation - June 2021

(Updated June 2, 2021)

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

Table 1 provides an update on Assembly Bill (AB) 117 (Boerner Horvath) and AB 550 (Chiu), on which the Transportation Authority has previously taken a support position, and AB 629 (Chiu), which the Transportation Authority has on its Watch list.

Table 2 shows the status of all active bills on which the Board has already taken a position this session.

Table 1. Notable Updates on Bills in the 2021-2022 Session

Adopted Positions	Bill # Author	Title and Update
Support	AB 117 Boerner Horvath D	<p>Air Quality Improvement Program: electric bicycles</p> <p>This bill makes electric bicycles eligible to receive funds from the Air Quality Improvement Program (AQIP). Previously this bill would have also created a statewide Electric Bicycle Incentive Pilot Program to provide consumer rebates for the purchase of electric bicycles, with priority given to low-income households. Since the last meeting, the bill was amended to remove the incentive program, so it now only addresses their eligibility within the AQIP.</p> <p>We are disappointed about the amendment. However, if the bill is approved in its current form, we will work to make a case at the California Air Resources Board in the next round of development of the AQIP funding plan for electric bicycle incentives, in particular for low income households.</p>
Support	AB 550 Chiu D	<p>Vehicles: speed safety system pilot program.</p> <p>This bill would have authorized five jurisdictions, including San Francisco, Oakland, and San Jose, to implement a speed safety camera pilot program in certain locations after approving a Speed Safety System Use Policy and Speed Safety System Impact Report. Securing this authorization has been a top priority for the San Francisco Municipal Transportation Agency (SFMTA) and the Transportation Authority for years, and the bill was also supported by Mayor Breed and the Board of Supervisors.</p> <p>On May 20, AB 550 was held in committee, meaning the bill can no longer move forward this legislative session. We will regroup with the SFMTA and Assemblymember Chiu to determine why it was held back and work to identify ways to mitigate those factors if similar legislation is proposed in future years. While the bill had broad support from local jurisdictions and walking and biking advocacy organizations, there was significant opposition on record at the time of the hearing, including from the California Teamsters Public Affairs Council, California Conference Board of the Amalgamated Transit Union, and California Walks. We have refocused our advocacy on AB 43 (Friedman), which will give cities greater flexibility in setting local speed limits based on safety. This bill has passed out of the Assembly and is currently in the Senate Transportation Committee, with no hearing date assigned yet.</p>

San Francisco County Transportation Authority

Adopted 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) and transit agencies to accomplish a number of mandates, including establishing a transit priority network, studying and piloting fare integration, standardizing mapping and wayfinding, and coordinating schedules. The current language was meant to serve as placeholder language that would be updated once the Blue Ribbon Transit Recovery Task Force (BRTF) concluded its work and released its Action Plan in June/July 2021.</p> <p>AB 629 was unable to meet statutory deadlines and has become a 2-year bill, so the Legislature will be able to take the bill up again starting in December. This delay means that the author will have additional time to take into consideration the BRTF Action Plan once it is released. MTC has also secured a contractor to perform preliminary analysis of possible Network Management alternatives, including possible governance structures and associated roles and responsibilities. They will present their recommendation for which alternatives should be evaluated further in a more detailed Business Case to the BRTF in July. Work on the Business Case will continue through Spring 2022.</p>

Table 2. 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 6/2/2021)
Support	AB 43 Friedman D	Traffic safety. Authorizes local jurisdictions or the state to further reduce speed limits than currently allowable, when justified.	Assembly Floor to <i>Senate Transportation</i>
	AB 117 Boener Horvath D	Air Quality Improvement Program: electric bicycles. Makes electric bicycles eligible to receive funding from the Air Quality Improvement Program.	Assembly Transportation to <i>Senate Desk</i>
	AB 455 Wicks D Coauthors: Chiu D Wiener D	Bay Bridge Fast Forward Program. Authorizes the Bay Area Toll Authority to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge.	Assembly Appropriations to <i>Senate Desk</i>

San Francisco County Transportation Authority

	AB 550 Chiu D	Vehicles: speed safety system pilot program. Authorizes speed safety camera pilot program, subject to conditions, in San Francisco and four other cities.	<i>Dead</i>
	AB 917 Bloom D	Vehicles: video imaging of parking violations. Authorizes the use of forward-facing cameras on buses to enforce parking violations in transit-only lanes and in bus stops statewide.	Assembly Floor
	AB 1238 Ting D	Pedestrian access. Removes prohibition on pedestrians entering the roadway outside of a crosswalk, as long as no immediate hazard exists.	Assembly Appropriations to <i>Senate Desk</i>
	AB 1499 Daly D	Transportation: design-build: highways. Extends expiration of authority to use design-build method of contract procurement from January 1, 2024 to January 1, 2034.	Assembly Appropriations to <i>Senate Desk</i>
	SB 339 Wiener D	Vehicles: road usage charge pilot program. Extends the California Road Usage Charge Technical Advisory Committee and require the implementation of a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program.	Senate Floor to <i>Assembly Desk</i>
Oppose Unless Amended	AB 859 Irwin D	Mobility devices: personal information. Restricts a public agency's authority to collect anything but anonymized, aggregated, deidentified data from shared bicycles, scooters, transportation network companies, and autonomous vehicles.	<i>Dead</i>
Oppose	AB 5 Fong R	Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan. Suspends appropriation of cap and trade funds to the HSRA for two years and transfers moneys collected for use on K-12 education.	<i>Two-Year Bill</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.