

San Francisco County Transportation Authority

State Legislation - July 2021

(Updated July 8, 2021)

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

Table 1 provides an update on Assembly Bill (AB) 43 (Friedman) on which the Transportation Authority has previously taken a support position.

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 43 Friedman D	<p>Traffic Safety: Expanded Authority to Reduce Speed Limits</p> <p>The Transportation Authority established a Support position on AB 43 at its April 27, 2021 meeting. There have been significant amendments since the support position was adopted, however we recommend maintaining a Support position on AB 43, which would still provide significant new flexibility for Caltrans and local jurisdictions to establish speed limits that respond to localized safety concerns. The San Francisco Municipal Transportation Agency (SFMTA) has continued to work closely with the author on these changes and is still supportive of the bill as amended. We anticipate additional amendments are forthcoming. The Transportation Authority’s state legislative advocate Mark Watts will testify in support of the bill at its Senate Transportation Committee hearing on July 13, 2021.</p> <p>As amended, AB 43 would still allow local jurisdictions to reduce speed limits on “high-injury streets,” but would limit the designation to 20% of a jurisdiction’s streets. This should not be a problem for the city since San Francisco’s high injury network currently accounts for 13% of city streets. Recent amendments would also require the use of a state definition for “high-injury streets,” which Caltrans will include in its next update to the Manual on Uniform Traffic Control Devices (MUTCD), rather than allowing local jurisdictions to define it. It is unclear when the next update to the MUTCD will occur, so this bill amendment may delay local jurisdictions’ ability to designate these areas. The 2014 MUTCD was last revised on March 30, 2021. Finally, the amendments also narrow the definition of what constitutes a “business activity district” where local jurisdictions could reduce speed limits. While this may decrease the number of streets that would qualify for this designation, it would still provide substantial new flexibility for where San Francisco could consider lowering speed limits over the status quo.</p>

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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 7/8/2021)
Support	AB 43 Friedman D	Traffic safety. Expanded Authority to Reduce Speed Limits Authorizes local jurisdictions or the state to further reduce speed limits than currently allowable, when justified.	Senate Transportation to <i>Senate Appropriations</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.	Senate Desk to <i>Environmental Quality Committee</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.	Senate Desk to <i>Senate Transportation</i>
	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.	Dead
	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 to <i>Senate Judiciary</i>
	AB 1238 Ting D	Pedestrian access. Removes prohibition on pedestrians entering the roadway outside of a crosswalk, as long as no immediate hazard exists.	Senate Desk to <i>Senate Appropriations</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.	Senate Desk to <i>Senate Appropriations</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.	Assembly Desk to <i>Assembly Appropriations</i>

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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.	Dead
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.	Two-Year Bill

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.