

San Francisco County Transportation Authority
Agenda Item 4

State Legislation – February 2023

(Updated February 1, 2023)

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

Staff is recommending a new support position on Assembly Constitutional Amendment (ACA) 1 (Aguiar-Curry) as show in **Table 1**. Staff has also added Assembly Bill (AB) 6 (Friedman), AB 7 (Friedman) and AB 251 (Ward) to the watch list.

Table 1. Recommended New Positions and Additions to Watch List

Recommended Positions	Bill # Author	Title and Summary
Watch	AB 6 Friedman D	<p>Transportation planning.</p> <p>Current law requires regional transportation agencies, such as the Metropolitan Transportation Commission (MTC) for the Bay Area, to prepare and adopt regional transportation plans and sustainable communities strategies. These plans are meant to achieve a coordinated and balanced regional transportation system that is forecasted to meet greenhouse gas emission reduction targets established by the State Air Resources Board. This bill would state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region’s sustainable communities strategy and the state’s climate goals.</p> <p>We fully support MTC using Plan Bay Area 2050, the region’s latest sustainable communities strategy, to guide investment, and it shares many common goals with the state’s Climate Action Plan for Transportation Infrastructure (CAPTI). However, in addition to greenhouse gas emission goals, Plan Bay Area 2050 also takes into consideration myriad other important goals for the region’s transportation system, such as safety, equity, and resiliency. We believe MTC should maintain the flexibility to consider a project’s performance across the plan’s goals, recognizing that a project may advance one or more non-climate goals while not necessarily reducing greenhouse gas emissions.</p> <p>Further, we are very concerned by the author’s proposal to mandate that regional transportation agencies prioritize projects to be funded with local sales tax measures such as Prop K and Prop L. Voters approve expenditure plans for these self help measures, as well as identify the agencies authorized to administer them. We would oppose any effort to transfer oversight or project prioritization to a different entity.</p> <p>The author is currently seeking input from stakeholders across the state as she crafts the legislative language. We are providing feedback through the Self Help Counties Coalition. AB 2438 (Friedman, 2022), which attempted to mandate similar alignment between CAPTI and state transportation spending, was vetoed by the Governor last year.</p>

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Recommended Positions	Bill # Author	Title and Summary
Watch	AB 7 Friedman D	<p>Transportation: funding: capacity projects.</p> <p>This bill would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.</p> <p>Similar to AB 6, the author is currently seeking input on legislative language. We are coordinating our response through the Self Help Counties Coalition.</p>
Watch	AB 251 Ward D Principal Co-author: Wiener D	<p>California Transportation Commission: vehicle weight safety study.</p> <p>This bill would require the California Transportation Commission (CTC) to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users, such as pedestrians and cyclists, and to study the costs and benefits of imposing a passenger vehicle weight fee. The bill would require the CTC, by no later than January 1, 2026, to prepare and submit a report to the Legislature with its findings and any legislative recommendations.</p> <p>The model for this effort could be the Zero Traffic Fatalities Task Force convened in 2019 by the California State Transportation Agency (CalSTA), which included San Francisco Municipal Transportation Agency (SFMTA) staff as an official member.</p>
Support	ACA 1 Aguiar-Curry D Haney D Principal Coauthor: Wiener D	<p>Local government financing: affordable housing and public infrastructure: voter approval.</p> <p>This measure would reduce the voter threshold from two-thirds to 55% for a city, county, or special district to approve a bond measure that funds the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing.</p> <p>The Transportation Authority has supported similar proposals in the past as a way to make it easier to approve transportation and housing bond measures. There is a precedent for a 55% approval threshold, which currently applies for school bond measures in California.</p>