



**San Francisco
County Transportation
Authority**

BD041123

RESOLUTION NO. 23-41

RESOLUTION ADOPTING A SUPPORT POSITION ON ASSEMBLY BILL 251 (WARD)
AND ASSEMBLY BILL 645 (FRIEDMAN)

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 Assembly Bill (AB) 251 (Ward) and AB 645 (Friedman), as shown in Attachment 1; and

WHEREAS, At its April 11, 2023 meeting, the Board reviewed and discussed AB 251 (Ward) and AB 645 (Friedman); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts new support positions on AB 251 (Ward) and AB 645 (Friedman); and be it further

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

Attachment:

1. State Legislation - April 2023



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The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 25th day of April 2023, by the following votes:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (11)

DocuSigned by:
Rafael Mandelman 5/11/2023
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Rafael Mandelman Date
Chair

DocuSigned by:
Tilly Chang 5/12/2023
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ATTEST: Tilly Chang Date
Executive Director

San Francisco County Transportation Authority
Agenda Item 6

State Legislation – April 2023

(Updated April 3, 2023)

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

Staff is recommending new support positions on Assembly Bill (AB) 251 (Ward) and AB 645 (Friedman) as shown in **Table 1**.

Table 2 shows the status of active bills on which the Board has already taken a position, or that staff has been monitoring on the watch list.

Table 1. Recommended New Positions and Additions to Watch List

Recommended Positions	Bill # Author	Title and Summary
Support (currently on Watch list)	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 the degradation of roads. It would also require the task force to study the costs and benefits of imposing a passenger vehicle weight fee or restructuring an existing fee to include consideration of vehicle weight. It would also require an analysis of the equity considerations relating to different population groups across the state. 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>We are recommending adopting a support position on the bill since a vehicle weight fee would have the potential to change consumer behavior, and revenues generated by a weight fee could be spent on traffic safety improvements. The San Francisco Municipal Transportation Agency (SFMTA) is supportive of this bill and the City's State Legislation Committee adopted a support position on it in March.</p>

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Recommended Positions	Bill # Author	Title and Summary
<p style="text-align: center;">Support (currently on Watch list)</p>	<p>AB 645 Friedman D</p>	<p>Vehicles: speed safety system pilot program.</p> <p>This bill would authorize, until January 1, 2032, the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco to establish a Speed Safety System Pilot Program. A speed safety system, sometimes referred to as automated speed enforcement, is a fixed or mobile 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.</p> <p>The bill would authorize San Francisco to establish a program on designated safety corridors, on streets with a high number of speed contest or exhibition incidents, and in school zones (with some conditions). To participate, a jurisdiction would have to meet specified requirements, including:</p> <ul style="list-style-type: none"> • Adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report. • Engage in a public information campaign before implementing the program and clearly identify where the system is used. • Issue warning notices rather than notices of violations for the first 60 calendar days of the program. • Develop uniform guidelines for, among other things, the processing and storage of confidential information. • Offer a diversion program for indigent drivers. • Perform an evaluation of the speed safety system to determine its impact on street safety and economic impact on the communities where it is utilized. <p>AB 645 specifies that any violation would be subject only to civil penalties. It would also make all photographic, video, or other visual or administrative records confidential except for the number of violations issued and the speeds at which they were issued for.</p> <p>We added AB 645 to the Watch list in March as a spot bill, and now that substantive language has been added we are recommending a support position. The Transportation Authority has supported similar speed safety system pilot program bills in the past since speed safety cameras are one of San Francisco’s key Vision Zero strategies. We understand that SFMTA has been working with the author and will be seeking a support position from the city’s State Legislation Committee in April. We have heard that the author anticipates similar opponents as prior years, including privacy protection groups and social justice organizations. However, at this time, the California Highway Patrol is expected to stay neutral, after opposing automated speed enforcement bills in the past.</p>

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Table 2. 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 04/03/2023)
Support	ACA 1 Aguiar-Curry D Haney D Principal Coauthor: Wiener D	Local government financing: affordable housing and public infrastructure: voter approval. Reduces 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.	Assembly Desk
Watch	AB 6 Friedman D	Transportation planning. Spot bill to require regions to fund transportation projects that significantly contribute toward their sustainable communities strategy goals and the state’s climate goals.	<i>Assembly Natural Resources</i>
	AB 7 Friedman D	Transportation: funding: capacity projects. Spot bill to eliminate single occupancy vehicle freeway capacity projects.	<i>Assembly Appropriations</i>
	AB 251 Ward D Principal Co-author: Wiener D	California Transportation Commission: vehicle weight safety study. Requires the formation of a task force to study the relationship between vehicle weight and injuries to vulnerable road users and the costs and benefits of a passenger vehicle weight fee.	<i>Assembly Appropriations</i>
	AB 645 Friedman D	Vehicles: speed safety system pilot program. Spot bill to establish a pilot safety program, including limited authorization of speed safety cameras.	Assembly Transportation
	AB 761 Friedman D	Transit Transformation Task Force. Establishes a task force to develop policies to grow transit ridership and improve the transit experience, requiring a report to the Legislature by January 1, 2025.	<i>Assembly Appropriations</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. Bill status at a House’s “Desk” means it is pending referral to a Committee.