

San Francisco County Transportation Authority  
Agenda Item 8

**State Legislation - July 2023**

(Updated July 17, 2023)

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

Staff is recommending a new support position on Assembly Bill (AB) 532 (Wiener) 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 as part of the watch list.

**Table 1. Recommended New Positions**

Recommended Positions	Bill # Author	Title and Summary
Support	<a href="#">SB 532</a> <a href="#">Wiener</a> D	<p><b>San Francisco Bay area toll bridges: toll increase: transit operating expenses.</b></p> <p>SB 532 would require the Bay Area Toll Authority to raise tolls on the seven state-owned bridges in the Bay Area by \$1.50 from January 1, 2024, until December 31, 2028. It is estimated to raise approximately \$180 million per year. Revenues from this toll increase would be distributed by the Metropolitan Transportation Commission (MTC) to BART, the San Francisco Municipal Transportation Agency (SFMTA), and other transit operators to address operating shortfalls and help fund initiatives to increase transit ridership. Transit agencies that receive the majority of their funding from the Golden Gate Bridge Highway and Transit District would be ineligible to receive funding, since the toll increase would not apply to the Golden Gate Bridge.</p> <p><u>Use of revenue:</u> At least 90% of revenue would be distributed to eligible operators to avoid service cuts and maintain operations, including safety, security, reliability, or cleanliness improvements. Transit operators would have to determine that funds are necessary to avoid service cuts relative to service levels provided by that transit operator during Fiscal Year 2022/23. The bill specifies that MTC should prioritize averting service cuts for transit operators that serve the highest number of transit riders. No more than 10% of revenues would be distributed to assist eligible transit operators with restoring or reconfiguring service above FY 2022/23 levels for the purpose of funding initiatives to transform transit service pursuant to MTC's adopted Transit Transformation Action Plan, or to make safety, security, reliability, or cleanliness improvements.</p> <p><u>Toll violations:</u> Beginning July 1, 2024, SB 532 would decrease the maximum allowable toll evasion penalties on a state-owned Bay Area toll bridge from \$25 to \$5 for the initial notice of toll evasion violation and from \$50 to \$10 for the notice of delinquent toll evasion violation. MTC recently introduced tolling equity measures that set the initial notice of toll evasion at \$5 and the notice of delinquent toll evasion violation at \$15. SB 532 would codify the reduced maximums into state law.</p> <p><u>Future equity measures:</u> SB 532 includes a statement of intent to require MTC to study, design, and implement an equity-based program to mitigate the impact of this \$1.50 increase on low income drivers within 2 years.</p> <p>We recommend supporting AB 532 as a near-term measure to help address the financial crisis facing many Bay Area operators due to slower than anticipated</p>

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Recommended Positions	Bill # Author	Title and Summary
		<p>ridership returns since the pandemic, in particular BART, SFMTA, and Caltrain. While SB 532 wouldn't solve the transit fiscal cliff, in combination with funding recently approved in the state budget and a potential regional transportation revenue measure in 2026, it could help provide some breathing room for additional ridership recovery and for operators to reevaluate service needs to determine how to best serve transit riders in the post-pandemic world.</p> <p>The BART Board of Directors has adopted a resolution of support for SB 532, and a support letter is pending from the Mayor's Office as well. The Bay Area Council has opposed it, and some equity advocates have expressed concern about the impact on low-income drivers. Other advocacy organizations, such as Transform and SPUR, have come out in support of the bill. MTC is not currently planning to take a position on the bill but is working directly with the author to ensure it is workable since they will be charged with implementing it. The bill faces a challenging path to approval, since it would need a 2/3 vote of the Legislature and would also be subject to veto by Governor Newsom. It was approved by the Assembly Transportation Committee on July 5 and referred to the Assembly Appropriations Committee.</p>

**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 <sup>1</sup> (as of 07/17/2023)
Support	<a href="#">ACA 1</a> <a href="#">Aguiar-Curry</a> D Haney D  Principal Coauthor: <a href="#">Wiener</a> D	<p><b>Local government financing: affordable housing and public infrastructure: voter approval.</b></p> <p>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.</p>	<i>Assembly Appropriations</i>
	<a href="#">AB 251</a> <a href="#">Ward</a> D	<p><b>California Transportation Commission: vehicle weight safety study.</b></p> <p>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.</p>	<i>Senate Appropriations</i>

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	<a href="#">AB 361 Ward</a> D	<b>Vehicles: video imaging of bicycle lane parking violations.</b>  Authorizes the use of automated forward-facing cameras on parking enforcement vehicles for the purpose of citing parking violations in bicycle lanes.	Senate Floor
	<a href="#">AB 645 Friedman</a> D	<b>Vehicles: speed safety system pilot program.</b>  Establish a pilot safety program, including limited authorization of speed safety cameras.  <i><b>Attachment 1</b> provides additional detail on the privacy provisions included in the bill.</i>	Senate Appropriations
Watch	<a href="#">AB 6 Friedman</a> D	<b>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.</b>  Increases state involvement in regional Sustainable Communities Strategy development and requires projects nominated to receive SCCP funds to demonstrate how it would contribute to achieving the state's greenhouse gas emission reduction targets.	Senate Transportation
	<a href="#">AB 7 Friedman</a> D	<b>Transportation: planning: project selection processes.</b>  Requires state transportation agencies to incorporate a wide range of principles into their project identification processes (including vision zero, resiliency, ZEV infrastructure, not increasing passenger VMT) and requires the next update to the California Transportation Plan include a financial element.	Senate Appropriations
	<a href="#">AB 761 Friedman</a> D	<b>Transit Transformation Task Force.</b>  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.	Senate Transportation
Oppose Unless Amended	<a href="#">AB 825 Bryan (D)</a>	<b>Vehicles: bicycles on sidewalks.</b>  Authorizes the use of bicycles on sidewalks statewide unless the adjacent street has a striped or separated bicycle facility.	Senate Appropriations

<sup>1</sup>Under 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.

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**Attachment 1**

**Privacy Provisions in AB 645 (Friedman)**

Based on July 14, 2023 version of the bill

Provision	Location in the Bill
Requires the local governing bodies to consult and work collaboratively with relevant local stakeholder organizations, including racial equity, privacy protection, and economic justice groups, in developing the speed safety system use policy and impact report.  The Impact Report includes locations where the cameras are deployed and the traffic data for those locations.	VC 22425 (h)(j)
Requires the photographic evidence to be kept confidential, and only allows access to these records for the speed violations or to assess the impacts of the system	VC 22425(l)(2)
Prohibits the use of facial recognition technology	VC 22425(l)(4)
Requires video, photo or other visual evidence to be destroyed after five business days if it does not contain evidence of a speeding violation.	VC 22425(l)(4)
Prohibits the information collected for the cameras from being disclosed to other persons, including, but not limited to, any other state or federal government agency or official for any other purpose, except as required by state or federal law, court order, or in response to a subpoena in an individual case proceeding.	VC 22425(l)(5)
Requires the photo evidence to be destroyed after 60 days after final adjudication, authorizes cities to have a policy that destroys it sooner. Allows admin records to be kept up to 120 days.	VC 22425(l)(3)

Source: SFMTA staff

The latest version of the bill, as amended, also requires that the speed safety system, to the extent feasible, shall be angled and focused so as to only capture photographs of speeding violations and shall not capture identifying images of other drivers, vehicles, or pedestrians.