



**San Francisco
County Transportation
Authority**

BD071123

RESOLUTION NO. 24-01

RESOLUTION ADOPTING A SUPPORT POSITION ON ASSEMBLY BILL 532
(WIENER)

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 a new support position on Assembly Bill (AB) 532 (Wiener) as shown in Attachment 1; and

WHEREAS, At its June 13, 2023 meeting, the Board reviewed and discussed AB 532 (Wiener); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a new support position on AB 532 (Wiener); and be it further

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

Attachment:

1. State Legislation - July 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 July 2023, by the following votes:

Ayes: Commissioners Dorsey, Engardio, Mandelman, Peskin, Preston, Ronen, Stefani, and Walton (8)

Nays: Commissioner Chan (1)

Absent: Commissioners Melgar and Safai (2)

DocuSigned by:
Rafael Mandelman 9/12/2023
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Rafael Mandelman Date
Chair

DocuSigned by:
Tilly Chang 9/13/2023
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ATTEST:

Tilly Chang Date
Executive Director

San Francisco County Transportation Authority
Agenda Item 5

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	SB 532 Wiener D	<p>San Francisco Bay area toll bridges: toll increase: transit operating expenses.</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>

San Francisco County Transportation Authority
Agenda Item 5

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 ¹ (as of 07/17/2023)
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>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>
	AB 251 Ward D	<p>California Transportation Commission: vehicle weight safety study.</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>

San Francisco County Transportation Authority
Agenda Item 5

	AB 361 Ward D	Vehicles: video imaging of bicycle lane parking violations. Authorizes the use of automated forward-facing cameras on parking enforcement vehicles for the purpose of citing parking violations in bicycle lanes.	<i>Senate Floor</i>
	AB 645 Friedman D	Vehicles: speed safety system pilot program. Establish a pilot safety program, including limited authorization of speed safety cameras.	<i>Senate Appropriations</i>
Watch	AB 6 Friedman D	Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions. 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.	<i>Senate Transportation</i>
	AB 7 Friedman D	Transportation: planning: project selection processes. 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.	<i>Senate Appropriations</i>
	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>Senate Transportation</i>
Oppose Unless Amended	AB 825 Bryan (D)	Vehicles: bicycles on sidewalks. Authorizes the use of bicycles on sidewalks statewide unless the adjacent street has a striped or separated bicycle facility.	<i>Senate 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.