

San Francisco County Transportation Authority
Agenda Item 5

State Legislation - September 2023

(Updated September 22, 2023)

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

Table 1 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. The last day to approve bills before the first year of the legislative session ended was September 14, 2023. The Governor has until October 14, 2023 to sign or veto bills, or take no action and the bill then becomes law.

Table 1. 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 09/22/2023)
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.	<i>Chapters</i>
	AB 251 Ward 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>Enrolled</i>
	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>Enrolled</i>
	AB 645 Friedman D	Vehicles: speed safety system pilot program. Establish a pilot safety program, including limited authorization of speed safety cameras.	<i>Enrolled</i>

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	SB 532 Wiener D	<p>San Francisco Bay area toll bridges: toll increase: transit operating expenses.</p> <p>Raise tolls on Bay Area bridges by \$1.50 for four years and direct funding to maintain transit services and help operators address the pending transit fiscal cliff.</p>	<p>Assembly Appropriations</p> <p>Bill held by author to allow additional discussion with Bay Area legislators and other stakeholders. See attached press release from Senator Wiener's office. Can be taken up next year.</p>
Watch	AB 6 Friedman D	<p>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program (SCCP) reduction of greenhouse gas emissions.</p> <p>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.</p>	<p>Senate Transportation</p> <p>Bill held by author. Can be taken up next year.</p>
	AB 7 Friedman D	<p>Transportation: planning: project selection processes.</p> <p>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.</p>	<p><i>Senate Inactive</i></p> <p>Can be taken up next year.</p>
	AB 761 Friedman D	<p>Local finance: enhanced infrastructure financing districts (was formerly Transit Transformation Task Force).</p> <p>Would have established 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. These provisions were approved earlier this year as part of SB 125, the budget trailer bill.</p> <p>The author recently repurposed the bill to now apply to a Los Angeles-specific financing effort and we are therefore removing it from our watch list.</p>	<p><i>Senate Rules</i></p> <p>Gutted and amended. Bill to be removed from watch list.</p>

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Oppose Unless Amended	AB 825 Bryan (D)	<p>Vehicles: bicycles on sidewalks.</p> <p>Authorizes the use of bicycles on sidewalks statewide unless the adjacent street has a striped or separated bicycle facility.</p> <p>Bill has recently been amended to provide some flexibility to local governments to put in place restrictions on the use of bicycles on sidewalks (such as in commercial districts or on streets with a speed limit of 20 mph or less). However, we still feel the amendments are insufficient to withdraw the current position.</p>	<i>Enrolled</i>
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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.

Attachment 1: Senator Wiener press release - SB 532 (August 21, 2023)



FOR IMMEDIATE RELEASE

August 21, 2023

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Senator Wiener and Assemblymember Wilson Announce Next Steps for Bay Area Transit Funding Proposal

SACRAMENTO – Senator Scott Wiener (D-San Francisco) and Assemblymember Lori Wilson (D-Suisun City) announced a pause on SB 532, Senator Wiener’s legislation to enact a temporary \$1.50 increase to the toll on Bay Area bridges to fund public transportation and avoid service cuts. Instead of continuing through the legislative process this year, Senator Wiener and Assemblymember Wilson will convene a working group of Bay Area legislators over the fall to determine what transit funding proposals to pursue in the next legislative session to place Bay Area transit agencies on a more secure fiscal footing and avoid service cuts. Proposals that this working group will consider may include allocations from the state budget, temporary bridge toll increases, a regional transit funding measure, and other ideas.

Coming out of the pandemic, Bay Area public transportation agencies are recovering ridership and fare revenue, but not quickly enough to make up for the end of federal emergency relief. As a result, if nothing is done, transit systems will have no choice but to cut service. Transit service cuts would be devastating to the Bay Area’s economic recovery, sustainability, and quality of life. After months of advocacy from a diverse coalition of business groups, labor organizations, transit advocates, and environmentalists, this year’s state budget included \$400 million in new operational funding for Bay Area public transportation - an important step that still falls far short of the estimated \$2.5 billion Bay Area transit operational shortfall over the next 5 years. To help fill the gap, Senator Wiener introduced SB 532 - The Safe, Clean, and Reliable Bay Area Public Transportation Emergency Act - to help transit agencies avert near-term financial shortfalls and service cuts, which are expected to begin near the end of 2024 if nothing is done.

Since the introduction of SB 532, it has become apparent that there is significant support for the bill among the Bay Area legislative delegation but also significant opposition. Given this division among Bay Area legislators, Senator Wiener and Assemblymember Wilson have determined that the best course is to pause the process and engage in dialogue over the fall, so

Attachment 1

that when the Legislature reconvenes in January, the Bay Area delegation has agreed upon goals and strategies.

“Public transportation is part of the Bay Area’s lifeblood and essential to our region’s future. We have a responsibility to do everything in our power to avoid debilitating service cuts, which would hamper our economic recovery and deeply harm the many Bay Area residents who rely on transit to get to work, school, the doctor, and other critical needs,” **said Senator Wiener**. “When the state budget process failed to yield enough funding to cover the funding shortfalls brought on by the pandemic, I introduced SB 532 as an eleventh hour effort to fill the rest of the need. While there was not enough time to reach a consensus on how to solve this looming problem, we made substantial progress on a solution. I will continue to make transit operations funding a major priority, and I look forward to continuing those discussions into the Fall. If a consensus emerges on a path forward that includes a future regional transit funding measure to generate ongoing funds so that all people have access to reliable, affordable transportation, I also look forward to taking a leadership role in developing and passing authorizing legislation.”

“Increasing tolls can be a significant burden to Bay Area commuters who are already dealing with high cost of living, inflation, and other expenses. From an equity perspective, tolls can have substantial repercussions especially for those where public transit is not a viable option.” **said Assemblymember Wilson**. “Californians deserve consistent and reliable public transportation. We need to invest in our public transit agencies in a thorough and comprehensive manner. We need to ensure there is accountability and verifiable data collection so that our proposed solutions are evidence-based and defensible to those being asked to bear the burden of this investment. I look forward to facilitating these discussions along with Senator Wiener in the Fall with interested members of the Bay Area Caucus.”

Read more about the transit fiscal cliff here:

- [Unpacking the State’s Transit Budget: A Huge Victory, But an Unfinished Fight](#) - by SPUR
- [California’s \\$3.1 Billion Transit Bailout Forces Trade-Offs](#) - by Bloomberg’s Eliyahu Kamisher, Nadia Lopez, and Skylar Woodhouse
- EDITORIAL: [Gavin Newsom can’t just let California’s public transit systems collapse](#) - by the SF Chronicle Editorial Board
- [Why California public transit is at a pivotal moment](#) - by CalMatters’s Sameea Kamal