



**AGENDA ITEM 5**

**State Legislation - May 2024**

(Updated May 9, 2024)

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

Staff is not recommending any new positions on bills at this time.

**Table 1** provides updates on Assembly Bill (AB) 1777 (Ting), AB 3061 (Haney), Senate Bill (SB) 915, and SB 1031 (Wiener), on which the Transportation Authority previously approved positions.

**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. Notable Updates on Bills in the 2023-2024 Session**

Adopted Positions	Bill # Author	Title and Update
Support and Seek Amendments	<a href="#">AB 1777</a> <a href="#">Ting D</a>	<p><b>Autonomous vehicles (AVs).</b></p> <p>Amendments made to AB 1777 since the April 16 Transportation Authority Board meeting have continued to provide more specificity about how the bill will address its key components, specifically: compliance with traffic codes, interactions with first responders, incremental permit enforcement, and data collection. Recent changes include requiring a dedicated emergency response telephone line, authorizing jurisdictions to require compliance with geofencing protocols for emergency events, and providing specificity about how AV manufacturers or AV operators shall be cited for violations. It also includes initial language around data collection that touches on the information we are most interested in having access to, including extending data collection to AV deployment permits, broadening access to the collected data, and providing new reports on AV vehicle miles traveled and stops in the public right of way.</p> <p>We are working closely with the San Francisco Municipal Transportation Agency (SFMTA) and the City Attorney’s Office to provide feedback to the author. Executive Director Chang served as a technical witness in support of the bill at its Assembly Transportation Committee hearing on April 15. We have proposed detailed amendments to Assemblymember Ting that would flesh out the placeholder language regarding data transparency. These could potentially be introduced in the Senate if the bill gets out of the Assembly Appropriations Committee prior to the May 17 statutory deadline. Other amendments may be proposed in response to feedback from Assembly Transportation Committee staff and ongoing conversations with public and private sector interests.</p>



Adopted Positions	Bill # Author	Title and Update
Support and Seek Amendments	<a href="#">AB 3061 Haney</a> D	<p><b>Vehicles: Autonomous vehicle incident reporting.</b></p> <p>AB 3061 was amended on April 16 to include additional specificity about the types of data that AV manufacturers would have to report to the DMV, to align the types of data reported with what we have requested that Assemblymember Ting include in AB 1777. These include extending data collection to AV deployment permits, making data publicly available, and providing new reports on crashes, AV vehicle miles traveled, and unplanned stops. The latest amendments also include data collection around wheelchair-accessible services. Our goal continues to be ensuring AV companies are reporting on key safety metrics as well as other metrics such as vehicle miles traveled that would help the DMV and local jurisdictions better understand AVs' impacts on public roadways.</p> <p>Transportation Authority staff served as a technical witness at the bill's April 15 Assembly Transportation Committee hearing at the author's request. We have been working closely with the author and bill sponsors (the Teamsters and the Consumer Attorneys of California) on additional amendments that could be introduced in the Senate if the bill makes it out of the Assembly Appropriations Committee by the May 17 statutory deadline. These amendments would be in response to feedback from Assembly Transportation Committee staff and other stakeholders as well as some technical corrections.</p>
Support	<a href="#">SB 915 Cortese</a> D	<p><b>Local government: autonomous vehicles.</b></p> <p>Previously the bill would have required a jurisdiction to adopt a local ordinance in advance of commercial deployment of autonomous vehicle services within that jurisdiction, among other things. As amended, the bill would instead authorize a jurisdiction to adopt an ordinance governing deployment within that jurisdiction rather than requiring the jurisdiction to do so.</p>



Adopted Positions	Bill # Author	Title and Update
Support and Seek Amendments	<a href="#">SB 1031</a> <a href="#">Wiener</a> , <a href="#">Wahab</a> D	<p><b>San Francisco Bay Area: local revenue measure: transportation improvements.</b></p> <p>SB 1031 authorizes the MTC to place a regional revenue measure on the ballot as soon as November 2026, assigns duties and authorities to the MTC for regional transit network management, requires preparation of an assessment and report for consolidation of Bay Area transit agencies, and modifies existing statute related to the Bay Area commute benefits ordinance.</p> <p>The bill was amended on April 16 with language that addresses the amendment we were seeking for regional network management financial guardrails for transit operators. It also largely (but not completely) addresses the amendment we were seeking to modify the transit consolidation language to ensure it does not presume any outcome that requires consolidation of transit agencies. The bill does not yet have any language regarding our third requested amendment related to ensuring that transit operators are fairly represented on any governance structure created within MTC for regional network management.</p> <p>On April 23, the Senate Transportation Committee considered and passed the bill with amendments. These amendments include, among other provisions, 1) prohibiting MTC from placing measures on the ballot after 2040, 2) limiting tax durations to 30 years, and 3) limiting cumulative sales tax increases to 0.5%. The Senate Revenue and Taxation Committee passed the bill on April 24. Amendments continue to be actively discussed. The next hearing is at Senate Appropriations Committee on May 13.</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 05/08/2024)
Support	<a href="#">SB 532</a> <a href="#">Wiener</a> D	<p><b>San Francisco Bay area toll bridges: tolls: transit operating expenses.</b></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>	Assembly Appropriations



	<a href="#">SB 915 Cortese</a> D	<p><b>Local government: autonomous vehicles.</b></p> <p>Authorizes a jurisdiction to adopt a local ordinance governing the deployment of autonomous vehicles for commercial services within that jurisdiction.</p>	Senate Appropriations
Support and Seek Amendments	<a href="#">AB 1777 Ting</a> D	<p><b>Autonomous vehicles.</b></p> <p>Requires AV manufacturers to comply with the Vehicle Code, to meet specific standards interactions with first responders, and to provide information that advances transparency. Allows the DMV to suspend, revoke, or impose incremental enforcement measures if these provisions are violated.</p> <p>We continue to work closely with the author, SFMTA, and the City Attorney’s Office, and have proposed substantive language to the Assemblymember’s office to address concerns around AV enforcement, permitting, and data transparency.</p>	Assembly Appropriations
	<a href="#">AB 3061 Haney</a> D	<p><b>Vehicles: Autonomous vehicle (AV) incident reporting.</b></p> <p>Requires AV manufacturers to report to the California DMV any vehicle collision, traffic violation, unplanned stop, or barrier to access for persons with a disability as well as vehicle miles traveled during AV testing and deployment. Authorizes the DMV to impose fines for violations of the bill’s provisions and suspend testing and deployment permits.</p> <p>We continue to work closely with the author on language regarding data transparency.</p>	Assembly Appropriations
	<a href="#">SB 1031 Wiener, Wahab</a> D	<p><b>San Francisco Bay Area: local revenue measure: transportation improvements.</b></p> <p>Authorizes the MTC to place a regional revenue measure on the ballot as soon as November 2026, assigns duties and authorities to the MTC for regional transit network management, requires preparation of an assessment and report for consolidation of Bay Area transit agencies, and modifies existing statute related to the Bay Area commute benefits ordinance.</p>	Senate Appropriations



Watch	<a href="#">AB 6 Friedman</a> D	<p><b>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program (SCCP) reduction of greenhouse gas emissions.</b></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>	Senate Transportation
	<a href="#">AB 7 Friedman</a> D	<p><b>Transportation: planning: project selection processes.</b></p> <p>Requires state transportation agencies to incorporate a wide range of principles into their project identification processes (including vision zero, resiliency, Zero-Emission Vehicle infrastructure, not increasing passenger Vehicle Miles Traveled) and requires the next update to the California Transportation Plan include a financial element.</p>	Senate Inactive
	<a href="#">AB 1837 Papan</a> D	<p><b>San Francisco Bay area: public transportation.</b></p> <p>Establishes an 11-member Regional Network Management Council to serve as an advisory body to MTC.</p>	Assembly Appropriations
	<a href="#">AB 2813 Aguiar-Curry</a> D	<p><b>Government Investment Act.</b></p> <p>Details the types of eligible affordable housing programs that could be funded through a measure approved under ACA 1 (if approved by voters), requires the California State Auditor to establish best practices for audits, and establishes requirements regarding the appointment and function of a citizens oversight committee.</p>	Assembly 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.