



AGENDA ITEM 4

STATE LEGISLATION - APRIL 2025

(Updated March 27, 2025)

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

Staff is recommending approval of a new support position on Senate Bill (SB) 63 (Wiener, Arreguín) as shown in **Table 1** on the following page. The Board previously adopted a Support in Concept position on the bill when it was only an intent bill.

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.

Attachment:

1. Resolution



Table 1. Recommended New Positions

Recommended Positions	Bill # Author	Title and Summary
Support (Board previously adopted a Support in Concept position through Res. 25- 34)	SB 63 Wiener D, Arreguín D	<p>San Francisco Bay area: local revenue measure: transportation funding.</p> <p>Establishes a Transportation Revenue Measure District (District) with jurisdiction extending through the counties of Alameda, Contra Costa, and San Francisco and authorizes a retail transactions and use tax of 0.5% in the District (except in San Francisco where the rate may be as high as 1.0%) that may be imposed either by the Metropolitan Transportation Commission (MTC) or by a qualified voter initiative subject to voter approval at the November 3, 2026 statewide general election. The Legislature intends to determine the exact tax rates and tax duration (which may range from 10 – 15 years) by July 31, 2025 through discussions with stakeholders. The counties of San Mateo and Santa Clara may opt into the District by July 31, 2025.</p> <p>District revenues may be used to fund transit operations for AC Transit, BART, Caltrain and SFMTA, transit transformation initiatives led by MTC, and public transportation expenses for several transit operators in the East Bay. Expenditures of District revenues will be informed by a Transit Operations Financial Responsibility and Implementation Plan (T-FRIP), which will be collaboratively developed by local and regional stakeholders and transit operators by July 31, 2025.</p> <p>Directs MTC, upon approval of a measure, to complete an independent third-party financial efficiency review of AC Transit, BART, Caltrain and Muni and initiatives included in the 2021 Bay Area Transit Transformation Action Plan or any successor plan to identify one-time and ongoing cost reduction opportunities.</p> <p>Authorizes MTC to condition receipt of District revenues on transit operators' compliance with Regional Network Management policies and programs.</p> <p>Amends Public Utilities Code to allow the county transportation authorities in San Mateo and San Francisco to introduce a retail transactions and use tax of up to 1.0% in increments of 0.125%, as opposed to the currently permitted 0.5% or 1.0% increments.</p>



Table 2. Bill Status for Positions Taken in the 2025-26 Session

Below are updates for the bills for which the Transportation Authority has 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 03/27/2025)
Support	<u>AB 891 Zbur D</u>	San Francisco Bay area toll bridges: tolls: transit operating expenses. Establish a state Quick-Build Project Pilot Program within Caltrans's maintenance program.	<i>Assembly Transportation</i>
	<u>SB 71 Wiener D</u>	California Environmental Quality Act: exemptions: transit projects. Makes permanent the existing California Environmental Quality Act (CEQA) exemptions for specified types of sustainable transportation plans and projects.	<i>Senate Transportation</i>
Support in Concept	<u>SB 63 Wiener D, Arreguín D</u>	San Francisco Bay area: local revenue measure: transportation funding. Authorizes MTC to pursue a regional revenue measure for transit.	<i>Senate Rules</i>
Watch	<u>AB 939 Schultz D</u>	The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026. Places a \$20 billion state transportation bond measure on the November 2026 ballot.	<i>Assembly Transportation</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.



RESOLUTION ADOPTING A SUPPORT POSITION ON SENATE BILL 63 (WIENER, ARREGUÍN)

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, Through approval of Resolution 25-34, the Transportation Authority adopted a support in concept position on Senate Bill (SB) 63 (Wiener, Arreguín) based on the intent language in the bill at the time; and

WHEREAS, The Legislature published substantive amendments to SB 63 on March 25, 2025; 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 advocacy principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting a support position on Senate Bill (SB) 63 (Wiener, Arreguín), as shown in Attachment 1; and

WHEREAS, At its April 8, 2025 meeting, the Board reviewed and discussed SB 63 (Wiener, Arreguín); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a support position on SB 63 (Wiener, Arreguín); and be it further

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

Attachment:

1. State Legislation - April 2025