



**San Francisco  
County Transportation  
Authority**

BD051325

RESOLUTION NO. 25-45

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RESOLUTION ADOPTING A SUPPORT POSITION ON ASSEMBLY BILL (AB) 1085 (STEFANI) AND ASSEMBLY BILL 152 (ASSEMBLY COMMUNICATIONS AND CONVEYANCE COMMITTEE)

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 advocacy principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting support positions on Assembly Bill (AB) 1085 (Stefani) and AB 1532 (Assembly Communications and Conveyance Committee), as shown in Attachment 1; and

WHEREAS, At its May 13, 2025 meeting, the Board reviewed and discussed AB 1085 and AB 1532; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts support positions on AB 1085 and AB 1532; and be it further

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

Attachment:

1. State Legislation - May 2025



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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 20th day of May 2025, by the following votes:

**Ayes:** Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (11)

**Absent:** (0)

DocuSigned by:  
 5/27/2025  
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Myrna Melgar Date  
Chair

ATTEST: DocuSigned by:  
 5/29/2025  
FFD2528AB88E49B...  
Tilly Chang Date  
Executive Director



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**ATTACHMENT 1**  
**STATE LEGISLATION - MAY 2025**

(Updated May 8, 2025)

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

Staff is recommending approval of two new support positions on Assembly Bill (AB) 1085 (Stefani) and AB 1532 (Assembly Communications and Conveyance Committee), as shown in **Table 1**.

**Table 2** provides an update on SB 63 (Wiener), on which the Transportation Authority has a Support position.

**Table 3** shows the status of active bills on which the Board has already taken a position or that staff have been monitoring as part of the Watch list.

**Table 1. Recommended New Positions**

Recommen ded Positions	Bill #  Author	Title and Summary
Support	<a href="#">AB 1085</a>  Stefani D	<b>License plates: obstruction or alteration.</b>  AB 1085 aims to address the supply side of toll evasion by disincentivizing both the manufacturing and sale of license plate covers, tints, and other products intended to shield license plates from detection. Specifically, it prescribes a tenfold increase in the penalty for selling such a device (from a \$250 base fine to \$2,500) and adds manufacturing to the prohibition. It also clarifies that license plate tints or shades that obstruct or impair the reading of plates by electronic devices, including those used on toll facilities, are prohibited.  We recommend supporting this bill to aid with enforcement of camera-based tolls and violations, including on Bay Area bridges and speed safety cameras in San Francisco. The Metropolitan Transportation Commission (MTC) adopted a support position on this bill in April.



Support	<p><a href="#">AB 1532</a></p> <p>Communications and Conveyance Committee</p>	<p><b>Public Utilities Commission.</b></p> <p>This Committee bill would, among other things, extend the expiration date of the California Public Utilities Commission’s (CPUC’s) Transportation Network Company (TNC) Access for All Fund program from January 1, 2026 to January 1, 2032. The TNC Access for All program requires each TNC, such as Uber and Lyft, to collect a \$0.10 fee for each TNC trip completed. Revenues are deposited in the CPUC’s TNC Access for All Fund and distributed either to TNCs to offset the cost of providing wheelchair accessible rides, or to local Access Fund Administrators that in turn fund the provision of local on-demand wheelchair accessible vehicle services.</p> <p>The San Francisco Municipal Transportation Agency (SFMTA) serves as the local Access Fund Administrator in San Francisco and distributes funds to wheel accessible vehicle service providers through a competitive grant process. The awards aim to increase vehicle availability and ensure 15-minute response times during off-peak hours and in outlying areas of San Francisco. SFMTA has received a total of \$5.7 million in Local Access Funds from the CPUC for San Francisco’s program. To date it has awarded \$3.4 million to three providers -Tower, Green Cab, and Nomad, and it will release a new Request for Proposals (RFP) later this spring.</p> <p>We are recommending a support position on this bill. While in the longer term we are seeking other amendments to the program, given the January 1, 2026 expiration of the program we see this as a critical first step to ensure the program continues. San Francisco’s State Legislation Committee took a support position on the bill in April at the request of SFMTA.</p>
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Table 2. Notable Updates on Bills in the 2025-2026 Session

Current Position	Bill # Author	Title and Update
Support	<a href="#">SB 63</a> <a href="#">Wiener D,</a> <a href="#">Arreguín D</a>	<p><b>San Francisco Bay area: local revenue measure: transportation funding.</b></p> <p>Amendments to the bill were introduced on April 29 to clarify that the bill’s provisions are only applicable to counties that participate in the regional measure and to remove references to the Transit Operations Financial Responsibility and Implementation Plan (T-FRIP) given that T-FRIP work is already underway through a working group staffed by the County Transportation Agencies and Congestion Management Agencies representing the counties of Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara. The bill passed out of the Senate Transportation and Revenue and Taxation Committees in April and is expected to be heard in the Senate Appropriations Committee in the coming weeks before heading to the Senate Floor.</p> <p>We are continuing our engagement with the Senators, MTC Commissioners and staff, and the other four counties on the development of T-FRIP by July 31 as requested by the bill authors.</p>



**Table 3. Bill Status for Positions Taken in the 2023-24 Session**

Below are updates for the two-year 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 and Description	Update to Bill Status <sup>1</sup> (as of 05/08/2025)
Support	<a href="#"><u>AB 891 Zbur D</u></a>	<b>San Francisco Bay area toll bridges: tolls: transit operating expenses.</b> Establish a state Quick-Build Project Pilot Program within Caltrans's maintenance program.	<i>Assembly Appropriations</i>
	<a href="#"><u>SB 63 Wiener D, Arreguín D</u></a>	<b>San Francisco Bay area: local revenue measure: transportation funding.</b> Authorizes MTC to pursue a regional revenue measure for transit.	<i>Senate Appropriations</i>
	<a href="#"><u>SB 71 Wiener D</u></a>	<b>California Environmental Quality Act: exemptions: transit projects.</b> Makes permanent the existing California Environmental Quality Act (CEQA) exemptions for specified types of sustainable transportation plans and projects.	<i>Senate Appropriations</i>
Watch	<a href="#"><u>AB 939 Schultz D</u></a>	<b>The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.</b> Places a \$20 billion state transportation bond measure on the November 2026 ballot.	Assembly Transportation

<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, and "Two Year Bill" means the bill didn't meet its statutory deadlines but is eligible to proceed in the second year of the two-year session.