



**San Francisco
County Transportation
Authority**

BD031026

RESOLUTION NO. 26-43

RESOLUTION ADOPTING SUPPORT POSITIONS ON ASSEMBLY BILL (AB) 1421 (WILSON), AB 1837 (GONZALEZ), AND AB 2308 (HANEY)

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 a support position on Assembly Bill (AB) 1421 (Wilson), AB 1837 (Gonzalez), and AB 2308 (Haney), as shown in Attachment 1; and

WHEREAS, At its March 10, 2026 meeting, the Board reviewed and discussed AB 1421, AB 1837, and AB 2308; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts support positions on AB 1421, AB 1837, and AB 2308; and be it further

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

Attachment:

1. State Legislation - March 2026



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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 24th day of March 2026, by the following votes:

Ayes: Commissioners Chan, Chen, Dorsey, Mahmood, Mandelman, Melgar, Sauter, Sherrill, Walton, and Wong (10)

Absent: Commissioner Fielder (1)

DocuSigned by:
Myrna Melgar 4/2/2026
C3882B7D874248C...
Myrna Melgar Date
Chair

ATTEST: DocuSigned by:
Tilly Chang 4/2/2026
FFD2528AB88BE49B...
Tilly Chang Date
Executive Director



**San Francisco
County Transportation
Authority**

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ATTACHMENT 1
STATE LEGISLATION - MARCH 2026
(Updated March 19, 2026)

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

Staff are recommending approval of new support positions on Assembly Bill (AB) 1421 (Wilson), AB 1837 (Gonzalez) and AB 2308 (Haney) as shown in **Table 1**. We have also added AB 2276 (Soria) and Senate Bill (SB) 1411 (Stern) to the Watch list.

Table 1. Recommended New Positions

Recommended Positions	Bill # Author	Title and Summary
Support	AB 1421 Wilson D	<p>Vehicles: Road Usage Charge Technical Advisory Committee.</p> <p>This bill would require the California Transportation Commission (CTC), in consultation with the California State Transportation Agency (CalSTA), to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the CTC to submit a report to the Legislature by no later than January 1, 2027.</p> <p>We recommend supporting the bill to advance work on a statewide mileage-based road charge. The value of the gas tax is currently declining due, in part, to the greening of the vehicle fleet, limiting its long-term viability. A mileage-based fee would better reflect actual road usage and help shore up state transportation revenue, so it is critical the state continue exploring a possible transition to this new charging mechanism.</p>



<p>Support</p>	<p>AB 1837 Gonzalez D</p>	<p>Video imaging of parking violations.</p> <p>This bill would extend the authorization for public transit operators to use camera enforcement technology on buses to enforce parking violations in transit-only lanes and at transit stops indefinitely, lifting the January 1, 2027 sunset in current law.</p> <p>We recommend supporting this bill to further reduce delays in transit lanes. This strategy has proved successful - SFMTA's current camera enforcement program has resulted in a 20% reduction in transit delays. The State Legislation Committee has approved a support position on this bill, at the request of SFMTA.</p> <p><u>Update (03/18/2026): On March 12, after the March 10 Transportation Authority Board meeting, the bill was amended to eliminate the provision that would have allowed the use of cameras to enforce parking violations in bike lanes and for double parking. Uniquely in the state, SFMTA already has permanent authority to use these cameras to enforce parking violations in transit lanes. While this bill would no longer impact SFMTA's use of these cameras, the bill would extend authorization for other transit operators using San Francisco roadways, so we still recommend supporting the bill.</u></p>
<p>Add to Watch List</p>	<p>AB 2276 Soria D</p>	<p>Vehicles: active intelligent speed assistance devices.</p> <p>This bill, also known as the "Stop Super Speeders Act," would establish a statewide 5-year pilot program requiring drivers convicted of severe speeding-related offenses, including reckless driving and speeding over 100 miles per hour, to install active Intelligent Speed Assistance (ISA) devices in their vehicles before getting back on the road. These aftermarket devices use location-based technology to actively limit a motor vehicle's speed to posted or preset speed limits. Under the pilot program, courts would order the installation of an ISA device based on the severity and number of the driver's prior convictions, with installation terms increasing for repeat offenders. The bill would require an income-based fee structure.</p> <p>We are currently consulting with SFMTA and others on the provisions of the bill, which could potentially reduce speeding by high-risk drivers on San Francisco's roadways and improve traffic safety.</p>



<p>Support</p>	<p>AB 2308 Haney D</p>	<p>Redevelopment: successor agency debt: City and County of San Francisco.</p> <p>This legislation would authorize San Francisco’s Office of Community Investment and Infrastructure, which serves as the successor agency to the former San Francisco Redevelopment Agency, to extend its existing Net Tax Increment (NTI) pledge for formerly state-owned parcels around the Salesforce Transit Center. This would give the City the ability to extend its current agreement with the Transbay Joint Powers Authority (TJPA) to capture future tax increment funding for The Portal. The current agreement extends to 2050, and TJPA has proposed extending it an additional 25 years, to 2075.</p> <p>We recommend supporting this legislation to allow TJPA to continue discussions with the City about extending the NTI in support of The Portal. If approved, this could provide additional local revenue options as the project seeks to secure the additional funding needed to access the \$3.4 billion in federal funding anticipated for the project.</p>
<p>Add to Watch List</p>	<p>SB 1411 Stern D</p> <p>Co-authors: Allen D Durazo D Gonzalez D</p>	<p>Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.</p> <p>The new cap-and-invest spending plan, approved last year, commits \$500 million a year to the High-Speed Rail project. Current law prohibits the California High Speed Rail Authority from expending cap-and-invest funding outside of the Merced to Bakersfield segment until June 30, 2030. This bill would allow the use of cap-and-invest funds outside this initial segment for activities that maximize the efficiency of delivering the project.</p> <p>If approved, this could potentially provide an opportunity to seek cap-and-invest funding for The Portal, as well as the many transit projects in Northern and Southern California that would provide joint benefits to the High-Speed Rail project. We will reach out to the bill’s authors to discuss their intent behind the bill and speak with TJPA about how it could be leveraged to help secure additional funding for the project.</p>