



State Legislation - July 2024

(Updated July 5, 2024)

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

Staff is recommending a new watch position on Assembly Bill (AB) 930 (Friedman) as shown in **Table 1**. Watch positions do not require Board action.

Table 2 provides updates on AB 1777 (Ting) and AB 3061 (Haney), on which the Transportation Authority previously approved support and seek amendments positions.

Table 3 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. Recommended New Positions

Recommended Positions	Bill # Author	Title and Update
Watch	AB 930 Friedman D	<p>Local government: infrastructure financing districts: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts: housing development: restrictive covenants</p> <p>AB 930 allows the legislative bodies of two or more local governments with authority to levy a property tax (one must be a city or county) to form a RISE district which can utilize property, sales and use, and/or transient occupancy tax increment financing for projects including infill supportive infrastructure and affordable housing with the goal of supporting infill development. Supportive infrastructure projects may include pedestrian and bicycle improvements, transit facilities, and electric vehicle charging network improvements. A minimum of 30% of RISE district funds must be used towards affordable housing. Special districts may join a RISE district after formation.</p> <p>The bill requires any city, county or city and county to obtain consent from impacted transportation agencies before allocating any sales taxes derived pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law (Bradley-Burns tax) towards a RISE district. The bill also, upon future appropriation by the legislature, establishes a revolving loan fund that could provide RISE districts with initial startup funding for projects.</p> <p>We are working with the author to understand the potential benefits and impacts of the bill in San Francisco and have proposed language that would ensure that parties that participate in RISE districts must receive consent from impacted transportation agencies before allocating any sales taxes derived pursuant to Transactions and Use Tax Law, such as Proposition L revenues, towards a RISE district, similar to the process proposed for Bradley-Burns taxes. BART adopted a support and seek amendments position on the bill and has indicated that the bill as currently amended, now addresses the amendments BART was seeking.</p>



Table 2. Notable Updates on Bills in the 2023-2024 Session

Adopted Positions	Bill # Author	Title and Update
Support and Seek Amendments	AB 1777 Ting D	<p>Autonomous vehicles (AVs).</p> <p>AB 1777 is one of several autonomous vehicle (AVs) bills the Transportation Authority is tracking this year. As amended, it focuses on ensuring AVs comply with the Vehicle Code and improving interactions between AVs and first responders. Previous versions of the bill had also included requirements for AV companies to report data to the state related to collisions, vehicle miles traveled, and unplanned stops during AV testing and deployment phases.</p> <p>Since we last reported on the bill, several amendments have occurred. Most significantly, the data requirements were removed, in part because of cost concerns for the California Department of Motor Vehicles (DMV) but also to resolve legislative committee staff’s concern about AB 1777 and AB 3061 (Haney) advancing concurrently with AV data provisions. The specific safety requirements now included in the bill include maintaining a dedicated emergency response line for emergency responders, equipping each AV with a 2-way communications device so officials can communicate with a human operator, and authorizing a jurisdiction to employ the use of geofencing technology to direct AVs to leave or avoid an area of an active emergency.</p> <p>We continue to work closely with the author, SFMTA, and the City Attorney’s Office on the legislation. The bill must next be approved by the Senate Appropriations Committee by August 16 and passed out of the Legislature by August 31.</p>
Support and Seek Amendments	AB 3061 Haney D	<p>Vehicles: Autonomous vehicle incident reporting.</p> <p>AB 3061 has continued to focus almost exclusively on AV data. It would require AV manufacturers to report to the DMV on vehicle collisions, traffic violations, citations, unplanned stops, as well as vehicle miles traveled during AV testing and deployment phases. Recent amendments include removal of previous reporting requirements on barriers to AV access and elimination of authorization for the DMV to impose fines for violations of the bill’s provisions. These were made in part to address DMV cost concerns.</p> <p>We continue to work closely with the author and sponsors (the Consumer Attorneys of California and the Teamsters) on final amendments to the legislation that could help address additional cost concerns and reduce other opposition to the bill. The bill must next be approved by the Senate Appropriations Committee by August 16 and passed out of the Legislature by August 31.</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 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 07/02/2024)
Support	SB 532 Wiener D	Parking Payment Zones. A support position was approved for a prior version of the bill, which would have raised 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. As the bill has subsequently been gutted and amended, it therefore will be moved from a support position to the watch list.	<i>Assembly Privacy and Consumer Protection</i>
	SB 915 Cortese D	Local government: autonomous vehicle service. Authorizes jurisdictions, as specified, to adopt a local ordinance governing the deployment of autonomous vehicles for commercial services within that jurisdiction.	Assembly Transportation <i>Held at the request of the author</i>
	SB 960 Wiener D	Transportation: planning: complete streets facilities: transit priority projects. Strengthens requirements that state of good repair projects on the state highway system accommodate all road users and requires Caltrans to develop a transit priority policy.	<i>Assembly Transportation</i>
Support and Seek Amendments	AB 1777 Ting D	Autonomous vehicles (AVs). Requires AV manufacturers to comply with the Vehicle Code and meet specific standards related to emergency incidents and interactions with first responders. We continue to work closely with the author, SFMTA, and the City Attorney’s Office on potential future amendments.	<i>Senate Appropriations</i>
	AB 3061 Haney D	Vehicles: Autonomous vehicle incident reporting. Requires AV manufacturers to report to the California DMV on vehicle collisions, traffic violations, unplanned stops, as well as vehicle miles traveled during AV testing and deployment. We continue to work closely with the author and sponsors on language regarding data transparency.	<i>Senate Appropriations</i>



AGENDA ITEM 5

	SB 1031 Wiener, Wahab D	San Francisco Bay Area: local revenue measure: transportation improvements. 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.	Assembly Transportation Held at the request of the authors
Watch	AB 6 Friedman D	Transportation planning: regional transportation plans: reduction of greenhouse gas emissions. Increases state involvement in regional Sustainable Communities Strategy (SCS) development and provides the state greater discretion over whether to accept or reject a region's SCS strategy.	Senate Transportation <i>Held at the request of the author</i>
	AB 7 Friedman D	Transportation: planning: project selection processes. 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.	Senate Inactive File
	AB 1837 Papan D	San Francisco Bay area: public transit: Regional Network Management Council. Establishes an 11-member Regional Network Management Council to serve as an advisory body to MTC.	Senate Transportation
	AB 2813 Aguiar-Curry D	Government Investment Act. Details procedures and requirements for the implementation of ACA 1, if approved by voters.	Assembly
	SB 961 Wiener D	Vehicles: safety equipment. Starting with the 2030 model year, requires new passenger vehicles and large trucks to be equipped with a speed governor device that would alert the driver each time the speed of the vehicle is more than 10 miles per hour over the speed limit.	Assembly Privacy and Consumer Protection

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.