



**San Francisco  
County Transportation  
Authority**

BD061124

RESOLUTION NO. 24-43

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RESOLUTION ADOPTING A SUPPORT POSITION ON SENATE BILL 960 (WIENER)

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 legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting a new support position for Senate Bill (SB) 960 (Wiener), as shown in Attachment 1, Table 1; and

WHEREAS, At its June 11, 2024, meeting, the Board reviewed and discussed SB 960 (Wiener); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a new support position on SB 960 (Wiener); and be it further

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

Attachment:

1. State Legislation - June 2024



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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 25th day of June 2024, by the following votes:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (10)

Absent: Commissioner Safai (1)

DocuSigned by:  
*Rafael Mandelman* 7/9/2024  
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 \_\_\_\_\_  
 Rafael Mandelman Date  
 Chair

ATTEST: DocuSigned by:  
*Chang* 7/11/2024  
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 Tilly Chang Date  
 Executive Director



**AGENDA ITEM 1**

**State Legislation - June 2024**

(Updated June 5, 2024)

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

Staff is recommending a new support position on Senate Bill (SB) 960 (Wiener) and is recommending adding SB 961 (Wiener) to the watch list, as shown in **Table 1**.

**Table 2** provides updates on SB 1031 (Wiener, Wahab), on which the Transportation Authority previously approved a support and seek amendments position.

**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 Summary
Support	<a href="#">SB 960</a> <a href="#">Wiener D</a>	<p><b>Transportation: planning: complete streets facilities: transit priority projects.</b></p> <p>SB 960 would strengthen requirements that state of good repair projects on the state highway system, including state-owned surface streets such as 19th Avenue, accommodate all road users (e.g., pedestrians, cyclists, and those using public transit), with some exceptions. It also requires Caltrans to develop a transit priority policy. Mayor Breed took a Support position on this bill.</p> <p>We are recommending a support position on SB 960 because it could increase road safety, consistent with the City’s Vision Zero Policy, and require Caltrans to deliver projects that better align with San Francisco’s Complete Streets Policy. It would also encourage Caltrans to develop a process to expedite and simplify the implementation of complete streets and transit priority projects and make the project approval process more predictable.</p>



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<p>Watch</p>	<p><a href="#">SB 961</a> <a href="#">Wiener</a> D</p>	<p><b>Vehicles: safety equipment: speed governors</b></p> <p>SB 961 would require new passenger vehicles and large trucks to be equipped with a passive intelligent speed limiter assistance system (also known as a “speed governor”) that would provide a brief, one-time, visual and audio signal to alert the driver each time the speed of the vehicle is more than 10 miles per hour over the speed limit. Researchers estimated that if all vehicles had these speed governor systems, road injuries in urban areas could be reduced by as much as 20%. The time frame in the bill would require 50% implementation for model year 2029 or later and 100% for model year 2032 and later. It would only apply to cars sold in California. WalkSF is listed as a source of the bill, with support from a number of bicycle, pedestrian, transit, and environmental advocacy organizations. Opposition includes car industry organizations and privacy advocates.</p> <p>We are recommending adding SB 961 to the watch list. While the research results are promising, there are technological and privacy concerns, such as availability of accurate Global Positioning System (GPS) mapping of speed limits and the need to install GPS systems on all vehicles. There is also a question of whether California could legally preempt the federal government in imposing the requirement. The National Highway Transportation Safety Board is currently studying the implementation of a speed governor requirement at the federal level.</p>
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**Table 2. Notable Updates on Bills in the 2023-2024 Session**

Adopted Positions	Bill # Author	Title and Update
<p>Support and Seek Amendments</p>	<p><a href="#">SB 1031</a> <a href="#">Wiener,</a> <a href="#">Wahab</a> D</p>	<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>On May 31, Senators Wiener and Wahab announced that they will pause SB 1031 and introduce new legislation in 2025. While SB 1031 passed the Senate and advanced into the Assembly, the bill authors would like additional time to work through various issues raised by stakeholders across the Bay Area since the bill was introduced in March 2024. Notably, there were significant concerns about provisions in the bill related to return to source levels, expenditure plan approval processes, funding contributions from counties to transit agencies that primarily serve other counties, regional network management authorities and transit consolidation. MTC, in partnership with the authors, will convene a stakeholder engagement process later this year to discuss these issues and guide the development of the next iteration of legislation.</p>



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**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 <sup>1</sup> (as of 06/05/2024)
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</a> <a href="#">Cortese</a> D	<p><b>Local government: autonomous vehicles.</b></p> <p>Authorizes jurisdictions, as specified, to adopt a local ordinance governing the deployment of autonomous vehicles for commercial services within that jurisdiction.</p>	<i>Assembly Transportation</i>
Support and Seek Amendments	<a href="#">AB 1777</a> <a href="#">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>	<i>Senate Transportation</i>
	<a href="#">AB 3061</a> <a href="#">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>	<i>Senate Transportation</i>



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	<a href="#">SB 1031</a> <a href="#">Wiener,</a> <a href="#">Wahab</a> D	<b>San Francisco Bay Area: local revenue measure: transportation improvements.</b>  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.	<i>Held at the request of the authors</i>
Watch	<a href="#">AB 6</a> <a href="#">Friedman</a> D	<b>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program (SCCP) reduction of greenhouse gas emissions.</b>  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.	Senate Transportation
	<a href="#">AB 7</a> <a href="#">Friedman</a> D	<b>Transportation: planning: project selection processes.</b>  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
	<a href="#">AB 1837</a> <a href="#">Papan</a> D	<b>San Francisco Bay area: public transportation.</b>  Establishes an 11-member Regional Network Management Council to serve as an advisory body to MTC.	<i>Senate Transportation</i>
	<a href="#">AB 2813</a> <a href="#">Aguiar-Curry</a> D	<b>Government Investment Act.</b>  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.	<i>Assembly Inactive File</i>

<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.