



AGENDA ITEM 4

State Legislation - October 2024

(Updated October 1, 2024)

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

Table 1 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.

August 31 was the final day for the Legislature to approve bills in the 2023-24 session and the Governor had until September 30 to sign or veto bills or take no action, in which case the bill became law. The legislature convenes for the 2025-26 legislative session on December 2, 2024.

Table 1. 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 09/03/2024)
Support	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.	Dead
	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.	Chaptered
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.	Chaptered
	AB 3061 Haney D	Vehicles: Autonomous vehicle incident reporting. Requires AV manufacturers to report to the California DMV on vehicle collisions, vehicle miles traveled, and other data during AV testing and deployment.	Vetoed



	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.	Dead
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.	Dead
	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.	Dead
	AB 930 Friedman D	Local government: infrastructure financing districts: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts: housing development: restrictive covenants 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.	Dead
	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.	Dead
	AB 2813 Aguiar-Curry D	Government Investment Act. Details procedures and requirements for the implementation of ACA 1, if approved by voters.	Chaptered



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	SB 532 Wiener D	<p>Parking Payment Zones.</p> <p>Authorizes (with conditions) the cities of Long Beach and Santa Monica and the City and County of San Francisco to require payment of parking fees by a mobile device on a pilot basis for five years or until 2033, whichever is sooner.</p>	<p>Chaptered</p>
	SB 961 Wiener D	<p>Vehicles: safety equipment.</p> <p>Starting with the 2030 model year, requires most new passenger vehicles and large trucks to be equipped with a speed monitoring device that would alert the driver each time the speed of the vehicle is more than 10 miles per hour over the speed limit.</p>	<p>Vetoed</p>

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.