

TAMC Bill Matrix – February 2021

Measure	Status	Bill Summary	Recommended Position
AB 11 (Ward) Climate Change: regional climate change authorities	1/25/21 Assembly Natural Resources	This bill would require the Strategic Growth Council to establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions, and coordinate with other regional climate adaptation authorities, state agencies, and other relevant stakeholders.	Watch Priority 2S
AB 34 (Murasutchi) Communications: Broadband for All Act of 2022	12/7/20 Introduced	This is a spot bill for the Broadband for All Act of 2022, to place a ballot measure on the November 8, 2022 statewide general election, to authorize the issuance of state general obligation bonds to fund increased access to broadband services to rural, urban, suburban, and tribal unserved and underserved communities.	Watch Priority 6S
AB 41 (Wood) Broadband Infrastructure	12/7/20 Introduced	This bill would improve California’s “Dig Once” policy and expedite the deployment of broadband infrastructure in communities that are currently unserved and underserved.	Watch Priority 6S
AB 43 (Friedman) Traffic Safety	1/11/21 Assembly Transportation	This bill would require Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual to balance integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. The bill would require the California Traffic Safety Program to include a traffic safety monitoring program that identifies and addresses locations with pedestrian- and bicyclist-related crashes. The bill would allow for the recalibration of speed limits of order to eliminate fatalities for motorists, bicyclists, and pedestrians.	SUPPORT Priority 9S

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AB 51 (Quirk) Climate change: regional climate adaptation planning groups and plans	1/11/21 Assembly Natural Resources	Existing law establishes the Integrated Climate Adaptation and Resiliency Program, administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change. This bill would require the Strategic Growth Council to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council to develop criteria for regional climate adaptation plans.	Watch Priority 2S
AB 67 (Petrie-Norris) Sea-level Rise: Working Group: economic analysis	1/11/2021 Assembly Natural Resources	This bill would require a state agency to take into account the current and future impacts of sea level rise when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds for those purposes. The bill would require the Ocean Protection Council to establish a multiagency working group on sea level rise to provide recommended policies, resolutions, projects, and other actions to address sea level rise, the breadth of its impact, and the severity of its anticipated harm. The bill would require the council to develop a standardized methodology and template for conducting economic analyses of risks and adaptation strategies associated with sea level rise. The bill would require a state agency to conduct a sea level rise analysis for any state-funded infrastructure project located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, and restrict funding as needed, pursuant to that methodology.	Watch Priority 2S
AB 72 (Petrie-Norris) Natural Resources Agency: coastal adaptation projects: sea level rise: regulatory review and permitting: report	1/11/2021 Assembly Natural Resources	This bill would enact the Coastal Adaptation Permitting Act of 2021. The bill would require the Natural Resources Agency to explore and authorize the implementation of options within the agency’s jurisdiction to establish a more coordinated and efficient regulatory review and permitting process for coastal adaptation projects. The bill would require the agency to submit a report to the Legislature with recommendations for improving and expediting the regulatory review and permitting process for coastal adaptation projects.	Watch Priority 2S

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AB 117 (Beorner Horvath) Electric Bicycles	1/11/21 Assembly Transportation	The bill would require the State Air Resources Board to establish and implement and administer the Electric Bicycle Rebate Pilot Project to provide rebates for purchases of electric bicycles. The bill would require the state board to submit to the Legislature a midcycle evaluation of the pilot project and an end-of-program evaluation of the pilot project. The bill would appropriate from the Greenhouse Gas Reduction Fund \$10,000,000 to the state board for purposes of the pilot project.	SUPPORT Priority 14S
AB 339 (Lee) State and local government: open meetings	1/28/21 Introduced	This bill would require all meetings, including gatherings using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option that provides closed captioning services and requires both a call-in and an internet-based service option. The bill would require translation services be provided for the 10 most-spoken languages, other than English, in California, and would require those persons commenting in a language other than English to have double the amount of time as those giving a comment in English, if time restrictions on public comment are utilized. The bill would require the legislative bodies of the local agency to employ a sufficient amount of qualified bilingual persons to provide translation during the meeting in the language of a non-English-speaking person, in jurisdictions which govern a substantial number of non-English-speaking people. This bill would require legislative bodies of local agencies, and state bodies to translate agendas and instructions for accessing the meeting into all languages for which 5% of the population in the area governed by the local agency, or state body's jurisdiction, are speakers.	Watch Priority 15S
AB 361 (Rivas, Robert) Open meetings: local agencies: teleconferences	2/1/2021 Introduced	This bill provides exemptions from the Ralph M. Brown Act's meeting requirements to allow local jurisdictions to meet virtually during emergencies, provided the legislative body makes certain determinations by majority vote, publishes proper notice, and provides opportunity for public comment.	SUPPORT Priority 15S

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AB 786 (Cervantes) California Transportation Commission: Executive Director	2/16/21 Introduced	This bill would require the Governor, rather than the California Transportation Commission (CTC), to appoint the CTC Executive Director. This bill is unnecessary. The Governor already appoints 9 out of the 11 Commissioners, who hire the Executive Director.	OPPOSE Priority 1S
AB 1049 (Davies) Public Transportation Account: loan repayment	2/18/21 Introduced	The Budget Acts of 2013 and 2014 authorized the transfer of up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require the \$54,000,000 in approved loans to be repaid to the Public Transportation Account and be available to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic.	Watch Priority 1S
AB 1069 (Lackey) Zero-emission passenger vehicles: underrepresented communities	2/18/21 Introduced	This bill would establish a goal of having 60% of all zero-emission vehicles be purchased by underrepresented communities, defined as individuals who self-identify as Black, African American, Hispanic, Latino, Asian, Pacific Islander, Native American, Native Hawaiian, or Alaska Native, and/or who self-identify as gay, lesbian, bisexual, or transgender.	Watch Priority 4S
AB 1147 (Friedman) Regional Transportation Plans: electric bicycles	2/18/21 Introduced	This bill would authorize transportation planning agencies to include trips made by electric bicycles in regional transportation plans.	Watch Priority 14S
AB 1499 (Daly) Transportation: design-build: highways	2/19/21 Introduced	This bill would remove the sunset date of January 1, 2024, for the ability to utilize the design-build project delivery system for up to 10 projects on the state highway system.	Watch Priority 11S

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SB 10 (Wiener) Planning and zoning: housing development: density	1/28/21 Senate Housing	This bill authorizes a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site.	Watch Priority 3S
SB 28 (Caballero) Rural Broadband and Digital Infrastructure Video Competition Reform Act of 2021	12/7/20 Introduced	This bill, the Rural Broadband and Digital Infrastructure Video Competition Reform Act of 2021 (Reform Act), would require the Department of Technology to compile an inventory of state-owned resources available for use in the deployment of broadband networks in rural, unserved, and underserved communities.	SUPPORT Priority 6S
SB 261 (Allen) Regional transportation plans: sustainable communities strategies	2/3/21 Double referred to Senate Housing and Transportation	This bill would require that the sustainable communities strategy be developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the Air Resources Board.	Watch Priority 1S
SB 339 (Wiener) Road Usage Charge Pilot Program	2/8/21 Introduced	This bill extends by four years the Road Usage Charge (RUC) Technical Advisory Committee (TAC). The purpose of the TAC is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program.	Watch Priority 5S

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SB 542 (Limón) Zero-emission vehicles: fees	2/18/21 Introduced	This bill would repeal the road improvement fee of \$100 to be paid to the Department of Motor Vehicles (DMV) for registration or renewal of registration of every zero-emission motor vehicle (ZEV) with a model year of 2020 or later. Repealing this fund source would jeopardize funding for Senate Bill 1 (SB 1) programs. Funding shortages would widen annually if new ZEVS do not pay the registration fee.	OPPOSE Priority 1S
SB 551 (Stern) California Electric Vehicle Authority	2/18/21 Introduced	This bill would establish the California Electric Vehicle Authority to coordinate and streamline activities among state agencies to advance electric vehicle and zero-emission charging infrastructure deployment and ensure related equity, workforce development, and economic development priorities are addressed.	SUPPORT Priority 4S
SB 643 (Archuleta) Fuel Cell Electric Fueling Infrastructure	2/19/21 Introduced	This bill would require the California Air Resources Board to prepare a statewide assessment of the fuel cell electric vehicle fueling infrastructure and fuel production needed to support the adoption of zero-emission trucks, buses, and off-road vehicles.	Watch Priority 4S
SB 671 (Gonzalez) Clean Freight Corridor Efficiency Program	2/19/21 Introduced	This bill would establish the Clean Freight Corridor Efficiency Program to establish criteria for identifying 5 of the state's most used freight corridors and define minimum requirements for clean truck corridors, surrounding local streets and roads, and associated facilities, and improving those corridors.	Watch Priority 2S
SB 771 (Becker) Sales and Use Tax Law: zero emissions vehicle exemption	2/19/21 Introduced	This bill would provide a sales tax exemption on the purchase of an electric or a hybrid electric vehicle valued at \$25,000 or less. The bill specifies that there would be no local reimbursement to cities and counties for the lost revenue attributable to the exemption. This bill would impact Measure X revenues if the state did not reimburse local entities for lost revenues.	OPPOSE unless amended Priority 1S

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SB 792 (Glazer) Sales and use tax: retailers: reporting	2/19/21 Introduced	This bill would require a retailer whose annual sales of tangible personal property transacted online exceeded \$1,000,000 for the previous calendar year to track and report to the department the city or ZIP code where the purchaser resides for each sale within the state that is transacted online. Tracking the location of online purchases may help Measure X revenues.	SUPPORT Priority 1S