

TAMC Bill Matrix – May 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 14 (Aguiar-Curry) Communications: broadband services: California Advanced Services Fund	4/15/20 Assembly Local Government	This bill would authorize the board of supervisors of a county to acquire, construct, improve, maintain, or operate broadband internet access service, and any other communications service necessary to obtain federal or state support for the acquisition, construction, improvement, maintenance, or operation of broadband internet access service.	SUPPORT Priority 6S
AB 34 (Murasutchi) Communications: Broadband for All Act of 2022	4/22/20 Assembly Appropriations	This bill would enact the Broadband for All Act of 2022, which, if approved by the voters on November 8, 2022, would authorize the issuance of \$10 billion in general obligation bonds for purposes of providing financial assistance to deploy broadband infrastructure and broadband services.	SUPPORT Priority 6S
AB 41 (Wood) Broadband Infrastructure	4/22/20 Assembly Transportation	This bill would require Caltrans, the Public Utilities Commission and California Broadband Council to identify priority areas for broadband deployment within the state. As part of those projects that are located in priority areas or areas that connect existing broadband infrastructure to priority areas, to install broadband conduits capable of supporting fiber optic communication cables. Per the Public Utilities Commission’s Resolution T-17443, priority areas would include Castroville, Chualar, Gonzales, Greenfield, King City and Soledad. <u>This bill no longer provides an assurance regarding broadband investments into disadvantaged areas within the county.</u>	SUPPORT <u>Watch</u> Priority 6S

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<p>AB 43 (Friedman)</p> <p>Traffic Safety</p>	<p>4/20/21</p> <p>Assembly Appropriations</p>	<p>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. This bill has been amended to allow Caltrans and local jurisdictions to change speed limits on highways approaching schools or business districts.</p>	<p>SUPPORT</p> <p>Priority 9S</p>
<p>AB 51 (Quirk)</p> <p>Climate change: regional climate adaptation planning groups and plans</p>	<p>1/11/21</p> <p>Assembly Natural Resources</p>	<p>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.</p>	<p>Watch</p> <p>Priority 2S</p>

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<p>AB 67 (Petrie-Norris)</p> <p>Sea-level Rise: Working Group: economic analysis</p>	<p>4/14/2021</p> <p>Assembly Appropriations</p>	<p>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.</p>	<p>Watch</p> <p>Priority 2S</p>
<p>AB 72 (Petrie-Norris)</p> <p>Natural Resources Agency: coastal adaptation projects: sea level rise: regulatory review and permitting: report</p>	<p>4/14/2021</p> <p>Assembly Appropriations</p>	<p>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.</p>	<p>Watch</p> <p>Priority 2S</p>

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AB 111 (Boerner-Horvath) <u>Transportation: zero-emission vehicles</u>	<u>3/23/21</u> Assembly Transportation	This bill would require the CalSTA Secretary to implement a Safe and Clean Truck Infrastructure Program to support the construction and operation of zero-emission medium- and heavy-duty vehicle parking and electric vehicle charging and hydrogen refueling infrastructure on public and private properties, and to encourage the use of zero-emission vehicles. This bill would make the Trade Corridor Enhancement Program an eligible source of funding.	Watch Priority 2S
AB 117 (Beorner Horvath) Electric Bicycles	4/6/21 Assembly Appropriations	The bill would require the State Air Resources Board to establish and implement and administer the Electric Bicycle Rebate <u>Incentive</u> Pilot Project to provide incentives 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. <u>The bill has been amended to prioritize incentives for low-income households.</u>	SUPPORT Priority 14S

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Measure	Status	Bill Summary	Recommended Position
<p>AB 339 (Lee)</p> <p>State and local government: open meetings</p>	<p>4/28/21</p> <p>Assembly Local Government</p> <p>Set for 4/28</p>	<p>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. In-person testimony would be required, except in the case of a declared emergency. The bill would require that Instructions for joining remotely for public comment shall be made available to all non-English-speaking persons upon request and should be published in the two most spoken languages other than English within the boundaries of the territory over which the local agency exercises jurisdiction. The bill also requires that the meeting agenda be made available upon request to all non-English-speaking persons regardless of national origin or language ability.</p>	<p>Watch</p> <p>Priority 15S</p>
<p>AB 361 (Rivas, Robert)</p> <p>Open meetings: local agencies: teleconferences</p>	<p>2/12/2021</p> <p>Assembly Local Government</p>	<p>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.</p>	<p>SUPPORT</p> <p>Priority 15S</p>

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Measure	Status	Bill Summary	Recommended Position
AB 476 (Mullin) Department of Transportation: state highways: transit bus pilot program	3/17/2021 Assembly Transportation	This bill would authorize the Caltrans to establish a pilot program, of up to 8 projects statewide, to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. This bill is expected to be a two-year bill.	Watch Priority 14S
AB 703 (Rubio, Blanca) Open meetings: local agencies: teleconferences	2/25/2021 Assembly Local Government	This bill is similar to AB 361, except that it would allow local jurisdictions to continue using teleconference capabilities, provided that access is granted to the public, without an emergency being called.	SUPPORT Priority 15S
AB 713 (Garcia, Cristina) Health analysis: transportation policies State Air Resources Board: greenhouse gas emissions scoping plan: comprehensive health analysis	4/15/2021 Assembly Natural Resources	This bill would require the State Transportation Agency to develop an action plan to better integrate health analysis into the design and implementation of the state's transportation policies, programs, and funding allocations with the goal of maximizing health and health equity benefits. <u>This bill has been amended to require the California State Air Resources Board to include a comprehensive health analysis in its scoping plan.</u>	Watch Priority 1S
AB 745 (Gipson) Air pollution: Clean cars 4 all program	4/22/2021 Assembly Transportation	This bill would require the California State Air Resources Board, as a part of the Clean Cars 4 All Program, to provide vouchers for zero-emission vehicles to persons of low or moderate income living in disadvantaged communities to replace vehicles that have failed a smog check inspection.	SUPPORT Priority 4S

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AB 786 (Cervantes) CTC: Executive Director	2/25/21 Assembly Transportation	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 955 (Quirk) Highways: encroachment permits: broadband facilities	3/23/2021 Assembly Communications & Conveyance Set for 4/28	This bill would establish additional procedures for Caltrans' review of an application for an encroachment permit for a broadband facility. Caltrans would have 30-days to process a permit.	Watch Priority 6S
AB 1049 (Davies) Public Transportation Account: loan repayment	3/4/21 Assembly Transportation	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	3/4/21 Assembly Transportation	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) Active Transportation Program	4/14/21 Assembly Appropriations	This bill requires each Metropolitan Planning Organization (MPO) to submit a 2035 target action plan by July 1, 2023 to identify barriers in meeting regional greenhouse gas (GHG) emissions reduction targets and establishes the Sustainable Communities Strategy (SCS) Block Grant Program. The Block Grant Program, upon appropriation by the Legislature, to each MPO with an approved 2035 target action plan to support efforts to meet each region's GHG emissions reduction targets.	Watch Priority 14S

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AB 1260 (Chen) CEQA: exemptions: transportation-related projects	3/4/2021 Assembly Natural Resources Set for 4/28	This bill would provide a California Environmental Quality Act (CEQA) exemption for projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains.	SUPPORT Priority 4S
AB 1499 (Daly) Transportation: design-build: highways	4/23/21 Assembly Appropriations Set for 5/5	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. <u>This bill is likely to be amended to extend the cap on indirect cost recovery at 10% for highway projects.</u>	Watch SUPPORT Priority 11S
SB 4 (Gonzalez) Communications: California Advanced Services Fund	Amended 3/25/21 Senate Appropriations Set for 5/3	This bill would require the Governor’s Office of Business and Economic Development (“GO-Biz”) to coordinate with state and local agencies and national organizations to explore ways to facilitate streamlining of local land use approvals and construction permit processes for projects related to broadband infrastructure deployment and connectivity.	SUPPORT Priority 6S
SB 10 (Wiener) Planning and zoning: housing development: density	4/13/21 Senate Governance & Finance	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	4/21/21 Senate Appropriations	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

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SB 261 (Allen) Regional transportation plans: sustainable communities strategies	4/19/21 Senate 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	4/21/21 Senate Appropriations Set for 5/3	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
SB 475 (Cortese) Transportation planning: sustainable communities strategies	3/18/2021 Senate Environmental Quality	This bill would require the California State Air Resources Board to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years.	Watch Priority 1S
SB 542 (Limón) Vehicle license fees for zero-emission vehicles: sales and use taxes on medium- or heavy-duty zero-emission trucks.	Amended 3/25/21 Senate Transportation Set for 4/13	Amended 3/25 to pertain to heavy/light duty truck license fees. As amended, the bill no longer impacts transportation funding programs, removing TAMC's opposition.	Watch Priority 1S
SB 551 (Stern) California Electric Vehicle Authority	4/19/21 Senate Transportation Set for 4/27	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

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SB 643 (Archuleta) Fuel Cell Electric Fueling Infrastructure	4/16/21 Senate Transportation Set for 4/27	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	4/15/21 Senate Transportation Set for 4/26	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. <u>throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles. The focus would be on the top five freight corridors, or segments of freight corridors, with the heaviest freight volume and near-source exposure to diesel exhaust and other contaminants.</u>	Watch Priority 2S
SB 674 (Durazo) Public Contracts: workforce development: transportation-related contracts	4/19/21 Senate Transportation Set for 4/27	This bill would require the Labor and Workforce Development Agency to develop the California Jobs Plan Program to meet specified objectives, including creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the public contract, and proposed wages, benefits, and investment in training. Other objectives of the program include the hiring of displaced workers and individuals facing barriers to employment; developing the state's long-term green transportation and related infrastructure and manufacturing sector; and supporting the adoption of protections for worker health and safety. TAMC is evaluating the if the additional requirements that would be placed on workforce participation would have an impact on a public agency's ability to procure state funding.	Watch Priority 1S

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SB 726 (Gonzalez) Alternative fuel and vehicle technologies: transportation sustainability strategy	4/21/2021 Senate Environmental Quality Set for 4/27	This bill would require the California State Resources Board and the State Energy Resources Conservation and Development Commission to develop a comprehensive transportation sustainability strategy. The bill would require the Board, as part of the 2022 <u>2027</u> update of the scoping plan, to set a greenhouse gas emissions reduction target for the transportation sector.	Watch Priority 1S
SB 735 (Rubio) Vehicles: speed safety cameras	4/13/2021 Senate Transportation	The bill would authorize a local authority to use a traffic speed safety camera system to enforce speed limits in a school zone.	SUPPORT Priority 9S
SB 771 (Becker) Sales and Use Tax Law: zero emissions vehicle exemption	3/3/21 Senate Governance & Finance	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. The requested amendment would be to restore the local reimbursement for lost revenues.	OPPOSE unless amended Priority 1S
<u>SB 790 (Stern)</u> <u>Wildlife connectivity mitigation credits</u>	<u>4/21/21</u> <u>Senate Natural Resources and Wildlife</u>	<u>This bill authorizes the Department of Fish and Wildlife to give Caltrans mitigation credit for wildlife crossing projects. The bill could be useful for addressing work on State Route 68.</u>	<u>SUPPORT</u> <u>Priority 11S</u>
SB 792 (Glazer) Sales and use tax: retailers: reporting	4/20/21 Senate Appropriations Suspense File	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