

**TAMC Bill Matrix – October 2021**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>AB 11 (Ward)</b>  <b>Climate Change: regional climate change authorities</b>	1/25/21  Two-year bill	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.	<b>Watch</b>  <b>Priority 2S</b>
<b>AB 14 (Aguilar-Curry)</b>  <b>Communications: broadband services: California Advanced Services Fund</b>	9/9/21  Governor's Desk	This bill would authorize the Public Utilities Commission to impose the surcharge to fund the California Advanced Services Fund, capped at \$100 million annually, until December 31, 2032 instead of through 2022. The purpose of the bill is to provide broadband access to no less than 98% of all Californians.	<b>SUPPORT</b>  <b>Priority 6S</b> <b>Support letter 5/11/21; ltr to Gov 9/16</b>
<b>AB 34 (Murasutchi)</b>  <b>Broadband for All Act of 2022</b>	5/20/21  Held on Suspense	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.	<b>SUPPORT</b>  <b>Priority 6S</b> <b>Support letter 5/11/21</b>
<b>AB 41 (Wood)</b>  <b>Broadband Infrastructure deployment</b>	9/10/21  Governor's Desk	This bill would require Caltrans, as part of those projects that are specifically funded in this year's Budget and are located in priority areas, to ensure that construction includes the installation of conduits capable of supporting optic communication cables.	<b>Watch</b>  <b>Priority 6S</b>

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<p><b>AB 43 (Friedman)</b></p> <p><b>Traffic Safety</b></p>	<p>9/9/21</p> <p>Governor’s Desk</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><b>SUPPORT</b></p> <p><b>Priority 9S</b></p> <p><b>Support letter 4/6/21; ltr to Gov 9/20</b></p>
<p><b>AB 51 (Quirk)</b></p> <p><b>Climate change: regional climate adaptation planning groups and plans</b></p>	<p>1/11/21</p> <p>Two-year bill</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><b>Watch</b></p> <p><b>Priority 2S</b></p>
<p><b>AB 67 (Petrie-Norris)</b></p> <p><b>Sea-level Rise: Working Group: economic analysis</b></p>	<p>5/20/21</p> <p>Held on Suspend</p>	<p>This 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><b>Watch</b></p> <p><b>Priority 2S</b></p>

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<b>AB 72 (Petrie-Norris)</b>  <b>Environmental protection: coastal adaptation projects: natural infrastructure: regulatory review and permitting: report</b>	9/7/21  Governor's Desk	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.	<b>Watch</b>  <b>Priority 2S</b>
<b>AB 111 (Boerner-Horvath)</b>  <b>Transportation: zero-emission vehicles</b>	3/23/21  Two-year bill	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.	<b>Watch</b>  <b>Priority 2S</b>
<b>AB 117 (Boerner Horvath)</b>  <b>Electric Bicycles</b>	8/27/21  Held on Suspende	This bill, as amended, would specify that programs providing incentives for purchasing electric bicycles are eligible for funding under the Air Quality Improvement Program. This bill is superseded by SB 129, Chapter 69, Statutes of 2021, which contains \$10 million to establish the Electric Bicycle Incentives Project by no later than July 1, 2022, to provide financial incentives for purchasing electric bicycles.	<b>SUPPORT</b>  <b>Priority 14S</b> <b>Support letter 7/23/21</b>

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<p><b>AB 122 (Boerner Horvath)</b></p> <p><b>Vehicles: required stops: bicycles</b></p>	<p>9/8/21</p> <p>Governor's Desk</p>	<p>This bill requires a cyclist, when approaching a stop sign, to yield the right-of way to any vehicles or pedestrians that have entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and continue to yield the right-of-way to those vehicles or pedestrians until reasonably safe to proceed. The bill requires other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. AB 122 would legalize the bicycle safety stop (also known as the stop-as-yield). AB 122 will help all road users share the road more safely. The safety stop is proven to increase safety for people on bikes. Delaware had a 23% reduction in accidents involving people on bikes after legalizing the safety stop. The safety stop is legal in several other states: Idaho, Delaware, Oregon, Washington, Utah, Arkansas, North Dakota, and Colorado.</p>	<p><b>SUPPORT</b></p> <p><b>Priority 14S</b></p> <p><b>Ltr to Gov</b></p> <p><b>9/13/2021</b></p>
<p><b>AB 128 (Committee on Budget)</b></p> <p><b>Budget Act of 2021</b></p>	<p>7/13/21</p> <p>Chapter 21, Statutes of 2021</p>	<p>This bill is the main budget bill, which contains over \$5.4 billion in funding for transportation infrastructure.</p>	<p><b>Watch</b></p> <p><b>Priority 1S</b></p>
<p><b>AB 149 (Committee on Budget)</b></p> <p><b>Transportation</b></p>	<p>7/16/21</p> <p>Chapter 81, Statutes of 2021</p>	<p>This bill extends the relief for farebox recovery requirements for receiving State Transit Assistance (STA), Low Carbon Transit Operations Program (LCTOP) and State of Good Repair (SOGR) funds, through fiscal year 22-23.</p>	<p><b>Watch</b></p> <p><b>Priority 1S</b></p>
<p><b>AB 339 (Lee)</b></p> <p><b>State and local government: open meetings</b></p>	<p>9/8/21</p> <p>Governor's Desk</p>	<p>This bill requires 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. In-person testimony would still be required. Postings for board members participating remotely would need to be posted.</p>	<p><b>Watch</b></p> <p><b>Priority 15S</b></p>

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<b>AB 361 (Rivas, Robert)</b>  <b>Open meetings: local agencies: teleconferences</b>	9/16/21  Chaptered	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. Includes urgency clause for immediate effect upon signature.	<b>SUPPORT</b>  <b>Priority 15S</b> <b>Support letter 7/23/21; ltr to Gov 9/16</b>
<b>AB 476 (Mullin)</b>  <b>Department of Transportation: state highways: transit bus pilot program</b>	3/17/21  Two-year bill	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.	<b>Watch</b>  <b>Priority 14S</b>
<b>AB 703 (Rubio, Blanca)</b>  <b>Open meetings: local agencies: teleconferences</b>	2/25/21  Two-year bill	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.	<b>SUPPORT</b>  <b>Priority 15S</b>
<b>AB 745 (Gipson)</b>  <b>Air pollution: Clean cars 4 all program</b>	5/20/21  Two-year bill	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. This item was addressed in the state budget by providing \$500 million through SB 129.	<b>SUPPORT</b>  <b>Priority 4S</b> <b>Support letter 4/6/21</b>
<b>AB 786 (Cervantes)</b>  <b>CTC: Executive Director</b>	2/25/21  Two-year bill	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.	<b>OPPOSE</b>  <b>Priority 1S</b>

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<b>AB 955 (Quirk)</b>  <b>Highways: encroachment permits: broadband facilities</b>	9/8/21  Governor's Desk	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.	<b>Watch</b>  <b>Priority 6S</b>
<b>AB 1049 (Davies)</b>  <b>Public Transportation Account: loan repayment</b>	3/4/21  Two-year bill	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.	<b>Watch</b>  <b>Priority 1S</b>
<b>AB 1069 (Lackey)</b>  <b>Zero-emission passenger vehicles: underrepresented communities</b>	3/4/21  Two-year bill	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.	<b>Watch</b>  <b>Priority 4S</b>
<b>AB 1147 (Friedman)</b>  <b>Active Transportation Program</b>	9/10/21  Governor's Desk	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.	<b>Watch</b>  <b>Priority 14S</b>
<b>AB 1260 (Chen)</b>  <b>CEQA: exemptions: transportation-related projects</b>	8/27/21  Held on Suspende	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.	<b>SUPPORT</b>  <b>Priority 4S</b> <b>Support letter 5/11/21</b>

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<b>AB 1499 (Daly)</b>  <b>Transportation: design-build: highways</b>	9/7/21  Governor's Desk	This bill would extend the sunset date of January 1, 2024, to January 1, 2034, for the ability to utilize the design-build project delivery system for up to 10 projects on the state highway system.	<b>Watch</b>  <b>Priority 11S</b>
<b>SB 4 (Gonzalez)</b>  <b>Communications: California Advanced Services Fund</b>	9/9/21  Governor's Desk	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. The purpose of the bill is improve internet speeds statewide. Appropriations amendments limit the amount collected statewide each year to \$100 million.	<b>SUPPORT</b>  <b>Priority 6S</b> <b>Support letter 5/11/21; ltr to Gov 9/16</b>
<b>SB 28 (Caballero)</b>  <b>Digital Infrastructure and Video Competition Act of 2006</b>	9/9/21  Governor's Desk	This bill would repeal the requirement of the Digital Infrastructure and Video Competition Act of 2006 that franchise holders annually report the availability of and subscriptions to broadband and video service. The bill would instead require the Public Utilities Commission (PUC) to collect data on the actual locations served by franchise holders, adopt customer service requirements for franchise holders, and adjudicate any customer complaints. The purpose of the bill is to collect accurate information about whether rural communities are being serviced and have the PUC identify those communities that lack service.	<b>SUPPORT</b>  <b>Priority 6S</b> <b>Support letter 4/6/21; ltr to Gov 9/16</b>
<b>SB 69 (McGuire)</b>  <b>North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marin Area Rail Transit District</b>	9/9/21  Governor's Desk	This bill reorganizes the North Coast Rail Authority (NCRA) into the Great Redwood Trail Agency (GRTA), transfers its authority related to freight and rail to the Sonoma-Marin Area Rail Transit District (SMART), and establishes GRTA's new mission of developing the Great Redwood Trail. While not directly relevant to TAMC, we are part of the larger rail megaregion with SMART and recommend supporting our partner agency in this effort, once the bill is amended for those purposes.	<b>SUPPORT</b>  <b>Priority 16S</b> <b>Support letter 8/26/21; ltr to Gov 9/16</b>

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<b>SB 129 (Skinner)</b>  <b>Budget Act of 2021</b>	7/12/21  Chapter 69, Statutes of 2021	This budget bill contains items related to transportation infrastructure including \$2.7 billion in zero-emission vehicle infrastructure, the Active Transportation Program (ATP), Transit and Intercity Rail Capital Program (TIRCP), and the State and Local Climate Adaptation funding, stating that money shall not be available for encumbrance or expenditure unless additional legislation is enacted by October 10, 2021. This language is directly related to the stalemate on exhausting the remaining \$4.2 billion Proposition 1A appropriation for high-speed rail.	<b>Watch</b>  <b>Priority 1S</b>
<b>SB 261 (Allen)</b>  <b>Regional transportation plans: sustainable communities strategies</b>	4/19/21  Two-year bill	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.	<b>Watch</b>  <b>Priority 1S</b>
<b>SB 339 (Wiener)</b>  <b>Road Usage Charge Pilot Program</b>	9/9/21  Governor’s Desk	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.	<b>Watch</b>  <b>Priority 5S</b>
<b>SB 475 (Cortese)</b>  <b>Transportation planning: sustainable communities strategies</b>	3/18/2021  Two-year bill	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.	<b>Watch</b>  <b>Priority 1S</b>
<b>SB 542 (Limón)</b>  <b>Vehicle license fees for zero-emission vehicles</b>	6/1/21  Two-year bill	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.	<b>Watch</b>  <b>Priority 1S</b>



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<b>SB 551 (Stern)</b>  <b>California Electric Vehicle Authority</b>	8/19/21  Held on Suspense	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.	<b>SUPPORT</b>  <b>Priority 4S</b> <b>Support letter</b> <b>4/6/21</b>
<b>SB 643 (Archuleta)</b>  <b>Fuel Cell Electric Vehicle Fueling Infrastructure</b>	9/9/21  Governor's Desk	This bill would require the California Energy Commission 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.	<b>Watch</b>  <b>Priority 4S</b>
<b>SB 671 (Gonzalez)</b>  <b>Clean Freight Corridor Efficiency Program</b>	9/9/21  Governor's Desk	This bill would establish the Clean Freight Corridor Efficiency Program to establish criteria for identifying freight corridors-throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles.	<b>Watch</b>  <b>Priority 2S</b>
<b>SB 674 (Durazo)</b>  <b>Public Contracts: workforce development: covered public contracts</b>	9/9/21  Two-year bill	This bill would require the Labor and Workforce Development Agency to create the California Jobs Plan and the United States Jobs Plan, which requires private entities bidding on covered public contracts over \$10 million related to the procurement, manufacturing, installation, and maintenance of transportation infrastructure, excluding contracts for road, bridge, or highway construction, to include as part of their application a form stating information about jobs created and retained.	<b>Watch</b>  <b>Priority 1S</b>
<b>SB 726 (Gonzalez)</b>  <b>Alternative fuel and vehicle technologies: transportation sustainability strategy</b>	9/7/21  Two-year bill	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 2027 update of the scoping plan, to set a greenhouse gas emissions reduction target for the transportation sector.	<b>Watch</b>  <b>Priority 1S</b>

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<b>SB 735 (Rubio)</b>  <b>Vehicles: speed safety cameras</b>	4/13/2021  Two-year bill	The bill would authorize a local authority to use a traffic speed safety camera system to enforce speed limits in a school zone.	<b>SUPPORT</b>  <b>Priority 9S</b> <b>Support letter</b> <b>5/11/21</b>
<b>SB 771 (Becker)</b>  <b>Sales and Use Tax Law: zero emissions vehicle exemption</b>	5/26/21  Two-year bill	This bill would provide a state sales tax exemption on the purchase of an electric or a hybrid electric vehicle. The bill no longer impacts local sales tax revenue as amended, removing TAMC’s opposition.	<b>Watch</b>  <b>Priority 1S</b> <b>Oppose unless amended</b> <b>letter 4/6/21</b>
<b>SB 790 (Stern)</b>  <b>Wildlife connectivity mitigation credits</b>	9/9/21  Governor’s Desk	This bill authorizes the Department of Fish and Wildlife (DFW) to give Caltrans mitigation credit for wildlife crossing projects. The bill could be useful for addressing work on State Route 68. As amended, the bill prohibits, in each fiscal year, DFW from providing compensatory mitigation credits for more than 10 new projects or for more than 2 of those projects in each region.	<b>SUPPORT</b>  <b>Priority 11S</b> <b>Support letter</b> <b>5/27/21; ltr to Gov 9/16</b>
<b>SB 792 (Glazer)</b>  <b>Sales and use tax: retailers: reporting</b>	9/10/21  Governor’s Desk	This bill would require a retailer whose annual sales of tangible personal property transacted online exceeded \$50,000,000 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.	<b>SUPPORT</b>  <b>Priority 1S</b> <b>Support letter</b> <b>4/6/21; ltr to Gov 9/16</b>