

TAMC Bill Matrix – March 2022

Measure	Status	Bill Summary	Recommended Position
AB 1638 (Kiley) Motor Vehicle Fuel Tax Law: suspension of tax	1/12/2022 Introduced	This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. If enacted, this bill would drastically impact state funding for highways, local streets and roads, and public transportation given that the gas tax is the main source of funding for transportation infrastructure and voters have repeatedly supported protection of those funds.	OPPOSE Priority 1S
AB 1778 (Cristina Garcia) State transportation funding: freeway widening	2/3/2022 Introduced	This bill would prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty. The recommendation is to oppose unless amended to make this bill a pilot program or require seeking alternatives to pursue multi-modal options, zero-emission vehicle investments, or procurement of zero emission trucks through the corridor as offsets for projects that traverse an area of high pollution. In its current form, this bill may impact funding highway projects in Monterey County.	OPPOSE UNLESS AMENDED Priority 2S
AB 1909 (Friedman) Vehicles: bicycle omnibus	2/9/2022 Introduced	This bill would remove the prohibition of class 3 electric bicycles (electric bicycles that feature pedal assist and top off at 28 miles per hour) on a bicycle path or trail and would remove the authority of a local jurisdiction to prohibit class 1 (20 mph max speed and motor work only when pedaling) and class 2 (also 20 mph but has a throttle boost) electric bicycles on these facilities. The bill would instead authorize a local authority to prohibit the operation of a class 3 electric bicycle at a motor-assisted speed greater than 20 miles per hour. This bill extends the authorization for an electric bike to cross an intersection to a when a “WALK” sign is displayed, unless a bicycle control signal is displayed. This bill would no longer require a bicycle to be licensed and requires a vehicle that is passing or overtaking a vehicle to move over to an adjacent lane of traffic if one is available, before passing or overtaking the bicycle.	Watch Priority 9S

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AB 1919 (Holden) Transportation: free transit passes	2/9/2022 Introduced	This bill is currently a spot bill stating the intent of the Legislature to enact future legislation to ensure all public-school pupils and all students attending the California State University, the University of California, and the California Community Colleges receive free and unlimited access to student transit passes.	Watch Priority 3S
AB 1944 (Lee) Local government: open and public meetings	2/10/2022 Introduced	The Ralph M. Brown Act allows for meetings to occur via teleconferencing as long as the legislative body provides notice of each teleconference location of each member that will be participating in the public meeting, and those locations are made accessible to the public, and posted to the agenda to allow for public participation. At least a quorum of the legislative body must participate from locations within the boundaries of the local agency’s jurisdiction. Until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would exempt the requirement for publicly posting the location of remote participation by a member of the local agency. It would require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option.	SUPPORT Priority 15S
SB 674 (Durazo) Public Contracts: workforce development: covered public contracts	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.	Watch Priority 1S

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Measure	Status	Bill Summary	Recommended Position
<p>SB 726 (Gonzalez)</p> <p>Alternative fuel and vehicle technologies: transportation sustainability strategy</p>	<p>9/7/21</p> <p>Two-year bill</p>	<p>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.</p>	<p>Watch</p> <p>Priority 1S</p>
<p>SB 771 (Becker)</p> <p>Sales and Use Tax Law: zero emissions vehicle exemption</p>	<p>5/26/21</p> <p>Two-year bill</p>	<p>This bill would provide a state sales tax exemption on the purchase of an electric or a hybrid electric vehicle.</p>	<p>Watch</p> <p>Priority 1S</p>
<p>SB 873 (Newman)</p> <p>California Transportation Commission: state transportation improvement program: capital outlay support</p>	<p>1/24/2022</p> <p>Introduced</p>	<p>This bill would require the California Transportation Commission (CTC) to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the State Transportation Improvement Program (STIP). The bill would require the CTC to develop guidelines, in consultation with the Department of Transportation (Caltrans), to implement these allocation procedures. The CTC would be required to establish a threshold for requiring a supplemental project allocation. Caltrans would be required to submit a supplemental project allocation request to the CTC for each project that experiences cost increases above the amounts in its allocation.</p>	<p>Watch</p> <p>Priority 2S</p>

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Measure	Status	Bill Summary	Recommended Position
<p>SB 922 (Wiener) CEQA exemptions; transportation-related projects</p>	<p>2/3/2022 Introduced</p>	<p>This bill would repeal the January 1, 2030, sunset date, to indefinitely continue an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles. The bill repeals the January 1, 2023, to indefinitely continue a CEQA exemption for transit prioritization projects and projects for pedestrian and bicycle facilities or for the institution or increase of new bus rapid transit, bus, or light rail services on public or highway rights-of-way. Provisions relating to projects valued at over \$100 million require additional consideration for displacement of disadvantaged communities and suggest anti-displacement strategies, designs, or actions for those projects for which at least 50% of the project or projects' stops and stations are in an area at risk of residential displacement and will have a maximum of 15-minute peak headways. MST recommends a support position as it extends the CEQA exemption for transit projects.</p>	<p>SUPPORT Priority 11S</p>
<p>SB 932 (Portantino) General plans: circulation element: bicycle and pedestrian plans and traffic calming plans</p>	<p>2/7/2022 Introduced</p>	<p>Commencing January 1, 2023, this bill would require the legislative body, upon any substantive revision of the circulation element, to ensure that a modified circulation element includes bicycle and pedestrian plans and traffic calming plans. This bill would require a county or city to include in its modified circulation element a map of the high injury network within its boundaries and would further require a county or city to identify and prioritize safety improvements that may be implemented within 15 years that would address serious and injurious traffic collisions. This bill would increase or decrease the 15-year implementation period based on whether the measures introduced by a county or city work to reduce its percentage of traffic violence.</p>	<p>Watch Priority 14S</p>