

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 1713 (Boerner Horvath) Vehicles: required stops: bicycles	1/26/2022 Introduced	This bill would, until January 1, 2026, require a person who is 18 years of age or older riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have either stopped at or 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 and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. The BPC didn't achieve consensus on the need for an age requirement, or what age would be appropriate. Staff recommends maintaining a watch position and learning more about the ramifications of the bill before taking a position.	Watch Priority 9S
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

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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 works 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. The BPC has concerns about the bill’s implications for local jurisdiction’s ability to regulate activity on their bike routes.	Watch Priority 9S
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

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Measure	Status	Bill Summary	Recommended Position
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 if 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
AB 1946 (Boerner Horvath) Electric bicycles: safety and training program	2/10/2022 Introduced	This bill would require Caltrans, in coordination with the Office of Traffic Safety, to develop, on or before September 1, 2023, statewide safety standards and training programs based on evidence-based practices for users of electric bicycles.	Watch Priority 9S
AB 2120 (Ward) Transportation finance: federal funding: bridges.	2/14/2022 Introduced	The bill would require that the division and allocation of federal Highway Infrastructure Program funds occur pursuant to a specified formula approved by the California Transportation Commission.	SUPPORT Priority 9S

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Measure	Status	Bill Summary	Recommended Position
AB 2237 (Friedman) Regional Transportation Plan: Active Transportation Program	2/16/2022 Introduced	This bill would require the Strategic Growth Council to convene key state agencies, metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing its report on California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. The bill would require that the report be completed by July 1, 2024.	Watch Priority 14S
AB 2438 (Friedman) Transportation projects: Alignment with state plans	2/17/2022 Introduced	This bill would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. To the extent the bill imposes additional duties on local agencies, the bill would impose a state-mandated local program.	OPPOSE unless amended Priority 2S
AB 2449 (Rubio, Blanca) Open meetings: local agencies: teleconferences	2/17/2022 Introduced	This bill allows a local agency to meet virtually without posting each members location, if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. It also prohibits an agency from requiring public comments be submitted in advance. In the event of a disruption that prevents the broadcast of a meeting, the board must cease taking action on items until the dial-in or internet option is restored. Accommodations must also be made for persons with disabilities. This bill is different from AB 1944 in that: 1) it requires a quorum to be physically present at a singular meeting place accessible to the public, so only a few members could participate virtually; 2) prevents board action on items not broadcast; 3) requires accommodations for persons with disabilities.	Watch Priority 15S

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Measure	Status	Bill Summary	Recommended Position
AB 2622 (Mullin) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses	2/18/2022 Introduced	This bill would extend, from January 1, 2024 to January 1, 2034, the partial state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California transit agencies.	SUPPORT Priority 13S
AB 2647 (Levine) Local government: open meetings	2/18/2022 Introduced	This bill requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates or post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.	Watch Priority 15S
AB 2805 (Bauer-Kahan) Department of Fish and Game: advance mitigation and regional conservation investment strategies	2/18/2022 Introduced	This bill would authorize the Department of Fish and Wildlife (CDFW), any other public agency, or federally recognized tribe to propose a regional conservation investment strategy (RCIS). The bill makes changes to existing law to streamline the process of developing and approving an RCIS, including removing the cap on how many such strategies the CDFW can approve, clarifying that mitigation credit agreements can create multi-agency credits, and clarifying requirements to support mitigation credit agreements. TAMC adopted its RCIS in 2021. Staff recommends a support position.	SUPPORT Priority NA
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
SB 726 (Gonzalez) Alternative fuel and vehicle technologies: transportation sustainability strategy	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.	Watch Priority 1S
SB 771 (Becker) Sales and Use Tax Law: zero emissions vehicle exemption	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.	Watch Priority 1S
SB 873 (Newman) California Transportation Commission: state transportation improvement program: capital outlay support	1/24/2022 Introduced	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.	Watch Priority 2S

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Measure	Status	Bill Summary	Recommended Position
SB 922 (Wiener) CEQA exemptions; transportation-related projects	2/3/2022 Introduced	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.	SUPPORT Priority 11S
SB 932 (Portantino) General plans: circulation element: bicycle and pedestrian plans and traffic calming plans	2/7/2022 Introduced	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. Some members of the TAC expressed concerns about the bill, others support the bill's concepts. Staff recommends a watch position until more information is available to adopt a position on the bill.	Watch Priority 14S

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Measure	Status	Bill Summary	Recommended Position
SB 942 (Newman) Low Carbon Transit Operations Program: free or reduced fare transit program	2/8/2022 Introduced	This bill would allow public transit agencies to use funds from the Low Carbon Transit Operations Program to subsidize an ongoing free or reduced fare transit program. Sponsored by the California Transit Association.	SUPPORT Priority 3S
SB 1049 (Dodd) Transportation Resilience Program	2/15/2022 Introduced	This bill would establish the Transportation Resilience Program in the Department of Transportation (Caltrans), to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission (CTC) for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the CTC to prioritize projects that meet certain criteria.	Watch Priority N/A

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SB 1078 (Allen) Sea Level Rise Revolving Loan Pilot Program	2/15/2022 Introduced	This bill would require the Ocean Protection Council (OPC), in consultation with the State Coastal Conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property located in specified communities, including low-income communities, as provided. The bill would require the OPC, before January 1, 2024, in consultation with other state planning and coastal management agencies, as provided, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, in consultation with the council, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements imposed by the OPC. The bill would require the conservancy, in consultation with the OPC to review the plans to determine whether they meet the required criteria and guidelines for vulnerable coastal properties to be eligible for participation in the program.	Watch Priority N/A
SB 1217 (Allen) State-Regional Collaborative for Climate, Equity, and Resilience	2/17/2022 Introduced	This bill would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the California Air Resources Board (CARB) for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of CARB, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations. The bill would require, on or before December 31, 2025, CARB to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.	Watch Priority N/A