

**TAMC Bill Matrix – April 2022**

Measure	Status	Bill Summary	Recommended Position
<b>AB 1638 (Kiley)</b> <b>Motor Vehicle Fuel Tax Law: suspension of tax</b>	3/28/22 Assembly Transportation <u>Failed Passage</u>	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.	<b>OPPOSE</b> <b>Priority 1S</b>
<b>AB 1713 (Boerner Horvath)</b> <b>Vehicles: required stops: bicycles</b>	3/21/22 Assembly Transportation	This bill would, <del>until January 1, 2026,</del> require a person who is 18 years of age or older riding a bicycle <u>on a two-lane highway, when approaching a stop sign at the entrance of an intersection with another roadway with two or fewer lanes, where stop signs are erected on all approaches,</u> 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. <u>The bill would impose a warning citation for a first violation by a person who is under 18 years of age and fails to stop when approaching a stop sign at the entrance of an intersection.</u>	<b>Watch</b> <b>Priority 9S</b>
<b>AB 1778 (Cristina Garcia)</b> <b>State transportation funding: freeway widening</b>	2/10/22 Assembly Transportation	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.	<b>OPPOSE UNLESS AMENDED</b> <b>Priority 2S</b>

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<p><b>AB 1909 (Friedman)</b>  <b>Vehicles: bicycle omnibus</b></p>	<p>3/21/22                      Assembly                      Transportation</p>	<p>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 <del>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.</del> The bill would instead authorize a local authority to prohibit the operation of <u>any class 3 electric bicycle at a motor-assisted speed greater than 20 miles per hour or any class of electric bicycle on an equestrian trail or hiking or recreational trail.</u> 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.</p>	<p><b>Watch</b>  <b>Priority 9S</b></p>
<p><b>AB 1919 (Holden)</b>  <del>Transportation Youth</del>  <b>Transit Pass Pilot</b>  <b>Program: free student</b>  <b>youth transit passes:</b>  <b>eligibility for state funding</b></p>	<p>3/8/22                      Assembly                      Transportation</p>	<p><u>This bill would require transit agencies to offer free youth transit passes to all persons 25 years of age and under with California residency, regardless of immigration status, to be eligible for state funding under the Transportation Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. These free youth transit passes would count as full-price fares for purposes of calculating the ratio of fare revenues to operating costs. Upon the appropriation by the Legislature, this bill would also create the Youth Transit Pass Pilot Program, administered by Caltrans, for purposes of offsetting the costs to transit agencies for implementation of offering the free passes. MST recommends an “oppose” position on this bill.</u></p> <p><del>This bill is a spot bill related to free and unlimited access to student transit passes.</del></p>	<p><b>OPPOSE</b>  <b>Watch</b>  <b>Priority 3S</b></p>

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<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>AB 1944 (Lee)</b>  <b>Local government: open and public meetings</b></p>	<p>2/18/22                      Assembly Local Government</p>	<p>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.</p>	<p><b>SUPPORT</b>  <b>Priority 15S</b></p>
<p><b>AB 1946 (Boerner Horvath)</b>  <b>Electric bicycles: safety and training program</b></p>	<p>3/21/22                      Assembly Appropriations</p>	<p>This bill would require Caltrans, <del>in coordination with the Office of Traffic Safety,</del> to develop, on or before September 1, 2023, statewide safety standards and training programs based on evidence-based practices for users of electric bicycles.</p>	<p><b>Watch</b>  <b>Priority 9S</b></p>
<p><b>AB 2120 (Ward)</b>  <b>Transportation finance: federal funding: bridges.</b></p>	<p>3/29/22                      Assembly Transportation</p>	<p>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.</p>	<p><b>SUPPORT</b>  <b>Priority 9S</b></p>

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Measure	Status	Bill Summary	Recommended Position
<p><b>AB 2237 (Friedman)</b>  <b>Regional Transportation Plan: Active</b>  <b>Transportation Program planning: regional transportation improvement plan: climate goals</b></p>	<p>3/22/22                      Assembly Transportation and Natural Resources</p>	<p>This bill would require the Strategic Growth Council to convene key state <u>agencies to review the roles and responsibilities of metropolitan planning organizations and to define “sustainable community”</u>. <del>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.</del> <u>This bill would require the regional transportation improvement plans (RTIPs) be consistent with the adopted sustainable communities strategy and the state’s climate goals. The bill would require the State Air Resources Board to reallocate moneys from inconsistent projects or programs and prohibit a regional agency from funding inconsistent projects or programs.</u></p>	<p><b>OPPOSE</b>  <b>Priority 14S</b></p>

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Measure	Status	Bill Summary	Recommended Position
<p><b><u>AB 2264 (Bloom)</u></b>  <b><u>Pedestrian crossing signals</u></b></p>	<p><u>3/22/22</u>  <u>Assembly</u>  <u>Transportation</u></p>	<p><u>This bill would require a traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, upon the first placement or replacement of a traffic-actuated signal. The bill would also require an existing traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian interval when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the signal is in a residence, business, or business activity district, a safety corridor, or an area with a high concentration of pedestrians and cyclists. The bill would define a “leading pedestrian interval” for these purposes as an official traffic control signal that advances the “WALK” signal for 3 to 7 seconds while the red signal halting traffic continues to be displayed on parallel through or turning traffic. This bill lacks context sensitivity and could have the unintended consequence of leading to longer wait times for all modes.</u></p>	<p><b><u>Watch</u></b>  <b><u>Priority 9S</u></b></p>
<p><b><u>AB 2336 (Friedman)</u></b>  <b><u>Vehicles: Speed Safety System Pilot Program</u></b></p>	<p><u>3/23/22</u>  <u>Assembly</u>  <u>Transportation</u></p>	<p><u>This bill would authorize a Speed Safety System Pilot Program in specified cities, not including any city in Monterey County. This bill is one of the Vision Zero task force recommendations, implementing automated speed enforcement which has historically been prohibited in California.</u></p>	<p><b><u>Watch</u></b>  <b><u>Priority 9S</u></b></p>

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Measure	Status	Bill Summary	Recommended Position
<p><b>AB 2438 (Friedman)</b>  <b>Transportation projects funding: Alignment with state plans and greenhouse gas emissions reduction standards</b></p>	<p>3/22/22                      Assembly                      Transportation</p>	<p><del>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. the agencies that administer the STIP, the SHOPP, the Solutions for Congested Corridors program, the Trade Corridor Enhancement program, and the Local Partnership Program to revise the guidelines or plans applicable to those programs to align with the California Transportation Plan (CTP), the Climate Action Plan for Transportation Infrastructure (CAPTI), and greenhouse gas emissions reduction standards. This bill would require funds under the Local Streets and Roads Program to be consistent with the CTP, CAPTI, and greenhouse gas emissions reduction standards. The bill would require the CTP to include a financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues.</del></p>	<p><b>OPPOSE unless amended</b>   <b>Priority 2S</b></p>
<p><b>AB 2449 (Rubio, Blanca)</b>  <b>Open meetings: local agencies: teleconferences</b></p>	<p>3/3/22                      Assembly Local                      Government</p>	<p>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.</p>	<p><b>Watch</b>   <b>Priority 15S</b></p>

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Measure	Status	Bill Summary	Recommended Position
<p><b><u>AB 2514 (Dahle M)</u></b>  <b><u>Road Maintenance and Rehabilitation Account: apportionment of funds: underserved rural communities</u></b></p>	<p><u>3/21/22</u>  <u>Assembly Transportation</u></p>	<p><u>This bill would provide for the allocation by the commission under the Local Partnership Program to underserved rural communities, regardless of whether they have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects.</u></p>	<p><b><u>Watch</u></b>  <b><u>Priority 1S</u></b></p>
<p><b>AB 2622 (Mullin)</b>  <b>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses</b></p>	<p>3/28/22                      Assembly Revenue and Taxation                      Hearing on 4/4</p>	<p>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.</p>	<p><b>SUPPORT</b>  <b>Priority 13S</b></p>
<p><b>AB 2647 (Levine)</b>  <b>Local government: open meetings</b></p>	<p>3/10/22                      Assembly Local Government</p>	<p>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.</p>	<p><b>Watch</b>  <b>Priority 15S</b></p>

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<b>AB 2719 (Fong)</b> <u>CEQA: exemptions: highway safety improvement projects</u>	<u>3/10/22</u> <u>Assembly Natural Resources</u>	<u>This bill would exempt from the requirements of CEQA highway safety improvement projects undertaken by Caltrans or a local agency.</u>	<u>Watch</u> <u>Priority 16S</u>
<b>AB 2805 (Bauer-Kahan)</b> <b>Department of Fish and Game: advance mitigation and regional conservation investment strategies</b>	2/18/22 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.	<b>SUPPORT</b> <b>Priority N/A</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 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.	<b>Watch</b> <b>Priority 1S</b>
<b>SB 873 (Newman)</b> <b>California Transportation Commission: state transportation improvement program: capital outlay support</b>	3/9/22 Senate Transportation	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.	<b>Watch</b> <b>Priority 2S</b>

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<p><b>SB 922 (Wiener)</b>  <b>CEQA exemptions; transportation-related projects</b></p>	<p>3/16/22                      Senate Environmental Quality</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 align="center"><b>SUPPORT</b>  <b>Priority 11S</b></p>

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Measure	Status	Bill Summary	Recommended Position
<p><b>SB 932 (Portantino)</b>  <b>General plans: circulation element: bicycle and pedestrian plans and traffic calming plans</b></p>	<p>3/23/22                      Senate Transportation</p>	<p><del>Commencing January 1, 2023, t</del>This bill would require the legislative body, upon <del>any</del> <u>the next</u> substantive revision of the circulation element, <u>on or before June 30, 2024,</u> <u>to develop or update the plan for a balanced, multimodal transportation network, and to ensure that a modified circulation element the plan</u> includes bicycle and pedestrian plans and traffic calming plans <u>for any urbanized area within the scope of the county or city general plan.</u> This bill would require a county or city to <del>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</del> <u>begin implementation of the plan within 2 years of the date of adoption of the plan.</u> This bill would increase <del>or decrease</del> the <del>15</del><u>20</u>-year implementation period based on whether the measures introduced by a county or city work to reduce its percentage of traffic <del>violence.</del> <u>This bill would allow a person injured within the right-of-way in a collision with a motor vehicle to have a cause of action for failure to comply with these provisions against specified counties.</u></p>	<p><b>Watch</b>  <b>Priority 14S</b></p>
<p><b>SB 942 (Newman)</b>  <b>Low Carbon Transit Operations Program: free or reduced fare transit program</b></p>	<p>3/22/22                      Senate Environmental Quality</p>	<p>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.</p>	<p><b>SUPPORT</b>  <b>Priority 3S</b></p>

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<p><b>SB 1049 (Dodd)</b> <b>Transportation Resilience Program</b></p>	<p>3/22/22 Senate Appropriations</p>	<p>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.</p>	<p align="center"><b>Watch Priority 2S</b></p>

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<p><b>SB 1078 (Allen)</b> <b>Sea Level Rise Revolving Loan Pilot Program</b></p>	<p>3/23/22 Senate Appropriations</p>	<p>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.</p>	<p align="center"><b>Watch</b> <b>Priority 2S</b></p>
<p><b><u>SB 1121 (Gonzales)</u></b> <b><u>State and local transportation system: needs assessment</u></b></p>	<p><u>3/17/22</u> <u>Senate Transportation</u></p>	<p><u>This bill would require the CTC to conduct a 10 year needs assessment and to identify areas where needs may exceed revenues.</u></p>	<p align="center"><b><u>Watch</u></b> <b><u>Priority 1S</u></b></p>

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<p><b><u>SB 1175 (McGuire)</u></b> <b><u>Department of Transportation: intermodal passenger services: rail corridors</u></b></p>	<p><u>3/23/22</u> <u>Senate Transportation</u></p>	<p><u>Existing law authorizes Caltrans to construct, acquire, or lease, and improve and operate, rail passenger terminals and related facilities that provide intermodal passenger services along specified corridors. This bill would expand that authorization to include the Sacramento-Larkspur-Novato-Cloverdale corridor. While not directly relevant to TAMC, TAMC is part of the larger rail mega region with the Sonoma-Marin Area Rail Transit District (SMART) and staff recommends supporting our partner agency in this effort.</u></p>	<p><b><u>SUPPORT</u></b> <b><u>Priority NA</u></b></p>
<p><b>SB 1217 (Allen)</b> <b>State-Regional Collaborative for Climate, Equity, and Resilience</b></p>	<p>3/29/22 Senate Transportation</p>	<p>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.</p>	<p><b>Watch</b> <b>Priority 2S</b></p>