

**TAMC Bill Matrix – October 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>AB 1713 (Boerner Horvath)</b> <b>Vehicles: required stops: bicycles</b></p>	<p>8/29/22 Senate Floor Failed Passage</p>	<p>This bill would require a person who is 18 years of age or older riding a bicycle 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, 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 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. The Bicycle and Pedestrian Facilities Advisory Committee voted to recommend the Board support this bill, as amended on March 21.</p>	<p><b>SUPPORT</b> <b>Priority 9S</b> <b>Letters sent 6/3</b></p>
<p><b>AB 1778 (Cristina Garcia)</b> <b>State transportation funding: freeway projects</b></p>	<p>6/29/22 Senate Transportation Failed Passage</p>	<p>This bill would require the department to consult the California Healthy Places Index as a condition of using state funds or personnel time to fund or permit freeway projects. The bill would require the department to analyze housing and environmental variables through the index and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50<sup>th</sup> percentile on the housing and environmental variables analyzed through the index. 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.</p>	<p><b>OPPOSE UNLESS AMENDED</b> <b>Priority 2S</b> <b>Letters sent 4/4 &amp; 6/2</b></p>

**TAMC Bill Matrix – October 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>AB 1909 (Friedman)</b> <b>Vehicles: bicycle omnibus</b></p>	<p>9/13/22 Vetoed</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. The bill would instead authorize a local authority to prohibit the operation of any electric or any class of electric bicycle on an equestrian trail or hiking or recreational trail. 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 bill would authorize the Department of Parks and Recreation to prohibit the operation of an electric bicycle or any class of electric bicycle on any bicycle path or trail within the department’s jurisdiction.</p>	<p align="center"><b>Watch</b> <b>Priority 9S</b></p>
<p><b>AB 1919 (Holden)</b> <b>Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding</b></p>	<p>9/13/22 Vetoed</p>	<p>Upon the appropriation by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by Caltrans, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free passes to persons attending certain educational institutions, providing service and administering the program. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency’s bus and rail services without paying any additional fare or charge to apply without an educational institution partner. MST recommends a “support” position on the June 14<sup>th</sup> version of the bill.</p>	<p align="center"><b>SUPPORT</b> <b>Priority 3S</b> <b>Letter sent 8/30</b></p>

**TAMC Bill Matrix – October 2022**

<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>6/22/22 Senate Governance &amp; Finance Failed Passage</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, existing law authorizes a local agency to use teleconferencing without complying with teleconferencing requirements when a declared state of emergency is in effect. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely. By a majority vote of the local body, members would not need to post their address if it’s not a public place. The bill would require an updated agenda reflecting all members participating in the meeting remotely to be posted if a member of the legislative body elects to participate in the meeting remotely after the agenda is posted. 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.</p>	<p><b>SUPPORT</b> <b>Priority 15S</b> <b>Letters sent 4/5 &amp; 6/2</b></p>
<p><b>AB 1946 (Boerner Horvath)</b> <b>Electric bicycles: safety and training program</b></p>	<p>8/15/22 Signed by the Governor (Chapter 147, Statutes of 2022)</p>	<p>This bill would require Caltrans to develop, on or before September 1, 2023, statewide safety and training programs based on evidence-based practices for users of electric bicycles.</p>	<p><b>Watch</b> <b>Priority 9S</b></p>

**TAMC Bill Matrix – October 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>AB 2237 (Friedman)</b>  <b>Transportation planning: regional transportation improvement plan: climate goals</b></p>	<p>6/16/22                      Senate Transportation                      Failed Passage</p>	<p>This bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy of the applicable regional transportation planning agency. The bill would require, to the extent permitted by the local tax measures, projects funded by local tax measures to be included in regional transportation plans and to adhere to the most recently adopted sustainable community strategy of the applicable regional transportation agency and the state’s climate goals.</p>	<p><b>OPPOSE</b>  <b>Priority 14S</b>  <b>Letters sent 4/4 &amp; 6/2</b></p>
<p><b>AB 2264 (Bloom)</b>  <b>Pedestrian crossing signals</b></p>	<p>9/23/22                      Signed by the Governor                      (Chapter 496, Statutes of 2022)</p>	<p>This bill would require a state-owned or operated 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 state-owned or operated 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.</p>	<p><b>Watch</b>  <b>Priority 9S</b></p>

**TAMC Bill Matrix – October 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>AB 2438 (Friedman)</b> <b>Transportation funding: Alignment with state plans and greenhouse gas emissions reduction standards</b>	9/29/22 Vetoed	This bill would require 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. 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.	<b>OPPOSE unless amended</b> <b>Priority 2S</b> <b>Letters sent 4/4 &amp; 6/2 &amp; 8/24</b>
<b>AB 2449 (Rubio, Blanca)</b> <b>Open meetings: local agencies: teleconferences</b>	9/13/22 Signed by the Governor (Chapter 285, Statutes of 2022)	This bill allows members of a legislative body of a local agency to use teleconferencing until January 1, 2026, without identifying each teleconference location in the notice and agenda of the meeting, and without making each teleconference location accessible to the public, if the public can participate remotely and are provided notice for that opportunity. It requires the agenda cite a reason for why any Board/ Committee member needs to participate remotely, including emergencies, requires them to have their video on and to identify who else is in the room, and limits each member’s remote participation to 3 consecutive months or 20 percent of the regular meetings for the local agency within a calendar year, or two meetings if the legislative body regularly meets fewer than 10 times per calendar year. Emergency absences include illness, childcare, business travel, or physical or mental limitations. A legislative body would be authorized to consider and act on a request from a member to participate in a meeting remotely due to emergency circumstances if the request does not allow sufficient time to place the proposed action on the posted agenda for the meeting for which the request is made.	<b>Watch</b> <b>Priority 15S</b>

**TAMC Bill Matrix – October 2022**

Measure	Status	Bill Summary	Recommended Position
<b>AB 2514 (Dahle M)</b> <b>Transportation:</b> <b>underserved rural communities</b>	9/25/22 Vetoed	This bill would require the State Management Plan prepared by Caltrans to include a comprehensive evaluation of the current state of transportation in underserved rural communities and a transportation needs assessment of the cost to operate, maintain, and provide for the transportation system in underserved rural communities.	<b>Watch</b> <b>Priority 1S</b>
<b>AB 2622 (Mullin)</b> <b>Sales and use taxes:</b> <b>exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses</b>	9/16/22 Signed by the Governor (Chapter 353, Statutes of 2022)	This bill would extend, from January 1, 2024, to January 1, 2026, the partial state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California transit agencies.	<b>SUPPORT</b> <b>Priority 13S</b> <b>Letters sent 4/4 &amp; 6/2 &amp; 8/25</b>
<b>AB 2647 (Levine)</b> <b>Local government:</b> <b>open meetings</b>	9/30/22 Signed by the Governor (Chapter 971, Statutes of 2022)	This bill requires a local agency to make writings distributed to the members of the governing board during a meeting available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately 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.	<b>Watch</b> <b>Priority 15S</b>

**TAMC Bill Matrix – October 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>AB 2805 (Bauer-Kahan)</b> <b>Department of Fish and Wildlife: advance mitigation and regional conservation investment strategies</b>	9/22/22 Signed by the Governor (Chapter 463 Statutes of 2022)	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.	<b>SUPPORT</b> <b>Priority N/A</b> <b>Letters sent 4/4 &amp; 6/2 &amp; 8/24</b>
<b>SB 674 (Durazo)</b> <b>Public Contracts: workforce development: covered public contracts</b>	9/30/22 Signed by the Governor (Chapter 875, Statutes of 2022)	This bill would require a contractor or subcontractor that is awarded a state contract, a subsidy, a grant, or a loan, for the acquisition of zero-emission transit vehicles or electric vehicle supply equipment valued at ten million dollars or more, to incorporate high road job standards in their application.	<b>Watch</b> <b>Priority 1S</b>
<b>SB 726 (Gonzalez)</b> <b>Alternative fuel and vehicle technologies: transportation sustainability strategy</b>	8/25/22 Assembly Floor Failed Passage	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>

**TAMC Bill Matrix – October 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>SB 922 (Wiener)</b>  <b>CEQA exemptions; transportation-related projects</b></p>	<p>9/30/22                      Signed by the Governor (Chapter 987, Statutes of 2022)</p>	<p>This bill would specify that 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, also applies to active transportation plans and pedestrian plans. The bill extends the January 1, 2023, sunset date to January 1, 2030, for 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><b>SUPPORT</b>  <b>Priority 11S</b>  <b>Letters sent 4/4 &amp; 6/2 &amp; 8/24</b></p>



**TAMC Bill Matrix – October 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>SB 932 (Portantino)</b> <b>General plans: circulation element: bicycle and pedestrian plans and traffic calming plans</b></p>	<p>9/28/22 Signed by the Governor (Chapter 710, Statutes of 2022)</p>	<p>This bill would require the legislative body, upon the next substantive revision of the circulation element, on or before June 30, 2024, to incorporate the principles of the Federal Highway Administration’s Safe System Approach, to develop and incorporate bicycle plans, pedestrian plans, and traffic calming plans in the circulation element; and sets a goal for completion of all identified implementation actions within 25 years of the date of adoption of the modified circulation element. This bill would require a county or city to begin implementation of the plan within 2 years of the date of adoption of the plan and to regularly review its progress towards completing implementation of the modified circulation element and to consider revising the circulation element if it determines it will not reach the goals of the bicycle, pedestrian, or traffic calming plans within 25 years of the date of adoption of the modified circulation. The bill includes legislative intent that cities and counties use existing transportation funding to achieve the goals of these provisions. Both the Bicycle and Pedestrian Facilities Advisory Committee and the Technical Advisory Committee voted to recommend the Board oppose this bill.</p>	<p><b>OPPOSE</b> <b>Priority 14S</b> <b>Letter sent 6/2</b></p>
<p><b>SB 942 (Newman)</b> <b>Low Carbon Transit Operations Program: free or reduced fare transit program</b></p>	<p>9/30/22 Signed by the Governor (Chapter 988, Statutes of 2022)</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> <b>Letters sent 4/4 &amp; 6/2 &amp; 8/24</b></p>

**TAMC Bill Matrix – October 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>SB 1049 (Dodd)</b> <b>Transportation Resilience Program</b>	6/2/22 Assembly Transportation Failed Passage	<p>This bill would establish the Transportation Resilience, 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 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>	<b>Watch</b> <b>Priority 2S</b>
<b>SB 1078 (Allen)</b> <b>Sea Level Rise Revolving Loan Pilot Program</b>	9/29/22 Vetoed	<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. The bill would require the OPC, in consultation with other state planning and coastal management agencies, 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, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements.</p>	<b>Watch</b> <b>Priority 2S</b>

**TAMC Bill Matrix – October 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>SB 1121 (Gonzales)</b> <b>State and local transportation system needs assessment</b>	9/23/22 Signed by the Governor (Chapter 508, Statutes of 2022)	This bill would require the CTC to conduct a 10-year needs assessment, metropolitan planning organizations, county transportation commissions, regional transportation planning agencies, local governments, and transit operators and to identify areas where needs may exceed revenues.	<b>Watch</b> <b>Priority 1S</b>
<b>SB 1175 (McGuire)</b> <b>Department of Transportation: intermodal passenger services: rail corridors</b>	9/13/22 Signed by the Governor (Chapter 303, Statutes of 2022)	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-Marín Area Rail Transit District (SMART) and staff recommends supporting our partner agency in this effort.	<b>SUPPORT</b> <b>Priority NA</b> <b>Letters sent 4/6 &amp; 6/2 &amp; 8/24</b>
<b>SB 1217 (Allen)</b> <b>State-Regional Collaborative for Climate, Equity, and Resilience</b>	6/2/22 Assembly Natural Resources Failed Passage	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.	<b>Watch</b> <b>Priority 2S</b>

**TAMC Bill Matrix – October 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>SB 1410 (Caballero)</b> <b>California Environmental Quality Act: transportation impacts</b>	8/11/22 Assembly Approps Failed Passage	This bill requires the Governor’s Office of Planning and Research (OPR) to conduct a study on the impacts and implementation of the guidelines relating to vehicle miles traveled for each region in the state. The bill would require OPR to establish a grant program, upon legislative appropriation, to provide financial assistance to local jurisdictions for implementing those guidelines.	<b>Watch</b> <b>Priority N/A</b>