

MCTC Bill Matrix – September 2022

Measure	Status	Bill Summary	Recommended Position
AB 1445 Levine (D) Planning and zoning: regional housing need allocation: climate change impacts	9/7/2022 Governor’s Desk	Commencing January 1, 2025, this bill would require a council of governments, a delegate subregion to additionally consider factors in emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change in the development of a regional housing plan. As amended on August 24.	Watch
AB 1778 Garcia, C (D) State transportation funding: freeway widening	6/29/2022 Senate Transportation Failed passage	This bill would require Caltrans to consult the California Healthy Places Index as a condition of using state funds or personnel time to fund or permit freeway projects. Eligible capacity projects would be limited those that fall within the zero to 40 th percentile on the housing and environmental variables analyzed through the index. The bill establishes a precedent and impacts funding highway projects in Madera County. As amended on June 20.	Oppose
AB 1919 Holden (D) Transportation: free transit passes	9/13/22 Vetoed	This bill creates a five-year Youth Transit Pass Pilot Program to provide grants to transit agencies to create or expand free fare transit programs for college and K-12 students. 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, as provided. As amended on June 14.	Watch
AB 1944 Lee (D) Local government: open and public meetings	6/22/2022 Assembly Local Government Failed Passage	This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely. A quorum must be present at a single location within the boundaries of the local agency’s location. The bill would also 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 also 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. As amended on May 25.	Support

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<p>AB 2120 Ward (D) Transportation finance: federal funding: bridges.</p>	<p>5/19/2022 Assembly Appropriations Failed Passage</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. As amended on March 21.</p>	<p align="center">Support</p>
<p>AB 2237 Friedman (D) Regional Transportation Plan: Active Transportation Program</p>	<p>6/16/2022 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 or county transportation commission or, if applicable, the alternative planning strategy. The bill would also prohibit the expenditure of funds from local tax measures that passed before January 1, 2023, but that exclusively provide for the collection and expenditure of funds on or after January 1, 2023, until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy, or, if applicable, the alternative planning strategy. As amended on June 13.</p>	<p align="center">Oppose</p>
<p>AB 2438 Friedman (D) Transportation projects: Alignment with state plans</p>	<p>9/9/2022 Governor’s Desk</p>	<p>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 (CAPTI) adopted by the Transportation Agency. Receipt of funding from the STIP, SHOPP, and SB 1 competitive programs, would be contingent on being CAPTI compliant. As amended on August 25.</p>	<p align="center">Oppose</p>

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<p>AB 2449 Rubio, B (D) Open meetings: local agencies: teleconferences</p>	<p>9/14/2022 Signed by the Governor Chapter 285, Statutes of 2022</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; As amended on August 8.</p>	<p align="center">Watch</p>
<p>AB 2622 Mullin (D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses</p>	<p>8/31/2022 Governor’s Desk</p>	<p>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. As amended on June 9.</p>	<p align="center">Support</p>
<p>AB 2647 Levine (D) Local government: open meetings</p>	<p>8/24/2022 Governor’s Desk</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 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. As amended August 4.</p>	<p align="center">Watch</p>

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<p>SB 922 Wiener (D) CEQA exemptions; transportation-related projects</p>	<p>8/23/2022 Governor’s Desk</p>	<p>This bill would specify that an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area or urban cluster for re-striping 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 also extends the January 1, 2023 to January 1, 2030 to continue a CEQA exemption for transit prioritization projects, as defined, 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. Provides additional requirements for projects over \$100 million. As last amended on August 4</p>	<p align="center">Watch</p>
<p>SB 942 Newman (D) Low Carbon Transit Operations Program: free or reduced fare transit program</p>	<p>8/30/2022 Governor’s Desk</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. As amended on June 29.</p>	<p align="center">Support</p>
<p>SB 1049 Dodd (D) Transportation Resilience Program</p>	<p>6/2/2022 Assembly Transportation Failed Passage</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 directs 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. As amended on May 19.</p>	<p align="center">Watch</p>

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SB 1410 Caballero (D) California Environmental Quality Act: transportation impacts	6/29/22 Assembly Appropriations Failed Passage	This bill requires the Governor’s Office of Planning and Research, by January 1, 2025, to conduct and submit to the Legislature 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, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines. As amended on May 2.	<p align="center">Watch</p>