

**MCTC Bill Matrix – March 2022**

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 1445 Levine (D)</b> <b>Planning and zoning: regional housing need allocation: climate change impacts</b></p>	<p>5/4/2022 Senate Housing</p>	<p>Commencing January 1, 2025, this bill would require that a council of governments, a delegate subregion, or the Department of Housing and Community Development, as applicable, 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. Last amended on January 3, 2022. <b>As amended on January 3.</b></p>	<p align="center"><b>Watch</b></p>
<p><b>AB 1778 Garcia, C (D)</b> <b>State transportation funding: freeway widening</b></p>	<p>4/19/2022 Assembly Appropriations</p>	<p>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 50<sup>th</sup> percentile on the housing and environmental variables analyzed through the index. The bill establishes a precedent and impacts funding highway projects in Madera County. <b>As amended on March 24.</b></p>	<p align="center"><b>Oppose</b></p>
<p><b>AB 1919 Holden (D)</b> <b>Transportation: free transit passes</b></p>	<p>4/27/22 Assembly Appropriations  Suspense File</p>	<p>This bill would require local authorities, school districts, and colleges to maintain their funding for free or reduced fare youth transit as provided in the 2018-19 fiscal year. By imposing new transit funding requirements on local entities, the bill would impose a state-mandated local program. 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, subject to a determination by the Controller that a legislative appropriation and the funding from local authorities, school districts, and colleges is sufficient to cover the lost farebox revenue as a result of offering free youth transit passes. 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. <b>As amended on April 6.</b></p>	<p align="center"><b>Oppose</b></p>

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<b>AB 1944 Lee (D)</b>  <b>Local government: open and public meetings</b>	5/5/2022  Assembly Appropriations	This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely. 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. <b>As amended on April 18.</b>	<b>Support</b>
<b>AB 2120 Ward (D)</b>  <b>Transportation finance: federal funding: bridges.</b>	4/27/2022  Assembly Appropriations  Suspense File	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. <b>As amended on March 21.</b>	<b>Support</b>
<b>AB 2237 Friedman (D)</b>  <b>Regional Transportation Plan: Active Transportation Program</b>	4/26/2022  Assembly Appropriations	The bill would require each regional transportation planning agency to submit a report on local transportation tax measures to the CTC on or before March 30, 2023. The bill would require the CTC, in consultation with the ARB, to propose recommendations on alignment of local tax measures with the state’s climate goals. 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. <b>Last amended on April 18.</b>	<b>Oppose</b>
<b>AB 2438 Friedman (D)</b>  <b>Transportation projects: Alignment with state plans</b>	3/29/2022  Assembly Appropriations	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, SB 1 competitive programs, Local streets and roads would be contingent on being CAPTI compliant. <b>As amended on March 21.</b>	<b>Oppose</b>

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<p><b>AB 2449 Rubio, B (D)</b> <b>Open meetings: local agencies: teleconferences</b></p>	<p>5/5/2022 Assembly Floor</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 align="center"><b>Watch</b></p>
<p><b>AB 2622 Mullin (D)</b> <b>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses</b></p>	<p>5/5/2022 Assembly Appropriations</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. <b>As amended on April 7.</b></p>	<p align="center"><b>Support</b></p>
<p><b>AB 2647 Levine (D)</b> <b>Local government: open meetings</b></p>	<p>5/5/2022 Assembly Floor</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. <b>As amended April 19.</b></p>	<p align="center"><b>Watch</b></p>

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<p><b>SB 922 Wiener (D)</b> <b>CEQA exemptions; transportation-related projects</b></p>	<p>4/19/2022 Senate Floor</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. <b>As last amended on April 4.</b></p>	<p align="center"><b>Watch</b></p>
<p><b>SB 942 Newman (D)</b> <b>Low Carbon Transit Operations Program: free or reduced fare transit program</b></p>	<p>4/19/2022 Senate Floor</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 align="center"><b>Support</b></p>
<p><b>SB 1049 Dodd (D)</b> <b>Transportation Resilience Program</b></p>	<p>4/4/2022 Assembly Appropriations  Suspense File</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</b></p>

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<b>SB 1217 Allen (D)</b>  <b>State-Regional Collaborative for Climate, Equity, and Resilience</b>	5/6/2022  Senate Appropriations	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, as specified. 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>SB 1410 Caballero (D)</b>  <b>California Environmental Quality Act: transportation impacts</b>	5/6/22  Senate Appropriations	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.	<b>Watch</b>