

MCTC Bill Matrix – March 2022

Measure	Status	Bill Summary	Recommended Position
<p>AB 1445 Levine (D) Planning and zoning: regional housing need allocation: climate change impacts</p>	<p>2/1/2022 Senate Rules</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.</p>	<p align="center">Watch</p>
<p>AB 1638 Kiley (R) Motor Vehicle Fuel Tax Law: suspension of tax</p>	<p>1/12/2022 Introduced</p>	<p>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.</p>	<p align="center">Oppose</p>
<p>AB 1640 Ward (D) Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans</p>	<p>1/20/2022 Assembly Natural Resources</p>	<p>Existing law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update the state’s climate adaptation strategy, known as the Safeguarding California Plan. Existing law establishes the Office of Planning and Research (OPR) in state government in the Governor’s office. Existing law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed.</p> <p>This bill would authorize a metropolitan planning organization and council of governments, among others, to establish a regional climate network, which is a group of eligible entities whose jurisdictions are located in the same region, and whose combined jurisdiction enhances their effectiveness in responding to climate risks. A regional climate network does not need to cover multiple counties if the county within the network has a population of over 2,000,000 residents. The bill would require a regional climate network to develop a regional climate adaptation and resilience action plan and to submit the plan to OPR for review, comments, and certification. The bill would require, on or before July 1, 2023, OPR through the program, to develop and publish on its internet website guidelines on how eligible entities may establish regional climate networks and how governing boards may be established within regional climate networks.</p>	<p align="center">Watch</p>

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<p>AB 1778 Garcia, C (D) State transportation funding: freeway widening</p>	<p>2/10/2022 Assembly Transportation</p>	<p>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. In its' current form, this bill may establish a precedent and impact funding highway projects in Madera County. MCTC will oppose unless amended to make this bill a pilot program or require seeking alternatives to pursue multi-modal options, zero-emmission vehicle investments, or procurement of zero emission trucks through the corridor as offsets for projects that traverse an area of high pollution.</p>	<p align="center">Oppose</p>
<p>AB 1909 Friedman (D) Vehicles: bicycle omnibus</p>	<p>2/9/2022 Assembly Transportation Hearing on 3/28</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 and would remove the authority of a local jurisdiction to prohibit class 1(20 mph max speed and motor work 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 also 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 additionally 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, as specified, if one is available, before passing or overtaking the bicycle.</p>	<p align="center">Watch</p>
<p>AB 1919 Holden (D) Transportation: free transit passes</p>	<p>3/7/2022 Assembly Transportation</p>	<p>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, in order to be eligible for state funding under the Mills-Deddeh Transit 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.</p> <p>Upon the appropriation of moneys by the Legislature, this bill would also create the Youth Transit Pass Pilot Program, administered by Caltrans for purposes of offsetting the costsof the program. The bill would require Caltrans to submit an interim report to specified committees of the Legislature on or before January 1, 2027, on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in greenhouse gas emissions and vehicle miles traveled, as provided.</p>	<p align="center">Watch</p>

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AB 1944 Lee (D) Local government: open and public meetings	2/10/2022 Assembly Transportation	This bill would exempt from the Brown Act the requirement for publicly posting the location of remote participation by a member of the local agency. 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.	Support
AB 1946 Boerner Horvath (D) Electric bicycles: safety and training program	3/15/2022 Assembly Transportation	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
AB 2120 Ward (D) Transportation finance: federal funding: bridges.	2/24/2022 Assembly Transportation Hearing on 3/28	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
AB 2237 Friedman (D) Regional Transportation Plan: Active Transportation Program	2/16/2022 Assembly Transportation Hearing on 3/28	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
AB 2438 Friedman (D) Transportation projects: Alignment with state plans	3/3/2022 Assembly Transportation	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

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<p>AB 2449 Rubio, B (D) Open meetings: local agencies: teleconferences</p>	<p>2/17/2022 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.</p> <p>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">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>3/10/2022 Assembly Revenue and Taxation Hearing on 3/28</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 align="center">Support</p>
<p>AB 2647 Levine (D) Local government: open meetings</p>	<p>3/10/2022 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 align="center">Watch</p>

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<p>SB 873 Newman (D) California Transportation Commission: state transportation improvement program: capital outlay support</p>	<p>1/24/2022 Senate Transportation</p>	<p>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 also 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.</p>	<p align="center">Watch</p>
<p>SB 922 Wiener (D) CEQA exemptions; transportation-related projects</p>	<p>3/8/2022 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 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. The bill also repeals the January 1, 2023 to indefinitely 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.</p>	<p align="center">Watch</p>
<p>SB 942 Newman (D) Low Carbon Transit Operations Program: free or reduced fare transit program</p>	<p>3/2/2022 Senate Transportation Hearing on 3/22</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.</p>	<p align="center">Support</p>

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<p>SB 1049 Dodd (D) Transportation Resilience Program</p>	<p>3/10/2022 Senate Transportation Hearing on 3/22</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">Watch</p>
<p>SB 1217 Allen (D) State-Regional Collaborative for Climate, Equity, and Resilience</p>	<p>3/8/2022 Senate Environmental Quality Hearing on 3/28</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, 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.</p>	<p align="center">Watch</p>
<p>SB 1230 Limón (D) Greenhouse gas emissions: transportation</p>	<p>3/15/2022 Senate Rules</p>	<p>This bill would state the intent of the Legislature to enact subsequent legislation that would implement measures and programs that achieve the 2030 greenhouse gas reduction targets for the transportation sector identified in the State Air Resources Board’s 2017 scoping plan and that would minimize increases in greenhouse gas emissions in the electric power sector from transportation electrification through a combination of specified actions.</p>	<p align="center">Watch</p>