



October 14, 2021

TABLE 1: BOARD ADOPTED POSITIONS

Bill	Subject	Status	Adopted Position
<p><b>AB 43</b> <b>(Friedman D)</b> Traffic safety.</p>	<p>AB 43 would implement some of the findings of the Vision Zero Task Force to reduce pedestrian and bicyclists' fatalities by allowing local governments greater flexibility in setting speed limits.</p> <p>AB 43 authorizes a speed limit to be set at a level other than the speed limit determined by 85th percentile traffic survey in the following areas:</p> <ul style="list-style-type: none"> <li>• Requires traffic surveyors to take into account the presence of vulnerable groups, including children, seniors, the unhoused and persons with disabilities when setting speed limits;</li> <li>• Permits speed limits to be set as low as 15 MPH.</li> <li>• Allows a speed limit to be reduced an additional 5 MPH below the traffic survey speed on streets with high injuries and fatalities, and</li> <li>• Provides for greater flexibility in setting school speed limits, business activity district speed limits, and senior zone limits.</li> </ul>	Signed Into Law	SUPPORT
<p><b>AB 339</b> <b>(Lee D)</b> Local government: open and public meetings.</p>	<p>As amended the bill would only apply to cities and counties with a population above 250,000. The amendments also remove the translator language and allow the effected cities and counties to provide public testimony by phone OR by an internet-based service, but not both. These new requirements would sunset on December 31st, 2023.</p> <p>The Governor vetoed AB 339 due to the patch work application based on population. However, the Governor stated, <i>"I remain open to revisions to the Brown Act to modernize and increase public access, while protecting public health and safety."</i></p>	Vetoed	WATCH

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	<i>Unfortunately, the approach in this bill may have unintended consequences.”</i>		
<p><b><u>AB 361</u></b> <b>(Rivas, Robert D)</b> Open meetings: local agencies: teleconferences</p>	<p>AB 361 creates an alternative process for local agencies to hold teleconference meetings under emergency conditions.</p> <p>With the executive order that currently allows for remote meetings by legislative bodies set to expire, AB 361 will be amended to include an urgency clause. With ongoing COVID pandemic concerns, once AB 361 is signed into law a local entity can vote to conduct remote meeting as long a state emergency has been declared.</p> <p>AB 361 currently specifies how a local agency may elect to conduct remote meetings and it specifies how public participation must be provided.</p>	Signed Into Law	SUPPORT
<p><b><u>AB 455</u></b> <b>(Wicks D)</b> Bay Bridge Fast Forward Program.</p>	<p>AB 455 would allow the Bay Area Toll Authority in consultation with Caltrans to designate a transit only lane on the Bay Bridge.</p> <p>Substantial amendments were proposed aimed at accelerating the implementation of projects improving public transit access to the bridge. Given the extent of the changes and the need for additional time to work with the committee on refining the changes, it was decided to hold AB 455 in Senate Transportation. This will provide the time necessary to develop a comprehensive corridor solution.</p>	SENATE TRANSP Two-Year Bill	SUPPORT
<p><b><u>AB 476 (Mullin D)</u></b> Department of Transportation: state highways: transit bus pilot program.</p>	<p>AB 476 is sponsored by the California Transit Association and would create a bus on shoulder pilot program.</p> <p>Although a two-year bill, AB 476 was amended at the end of session to establish a process to allow transit buses to operate on highway shoulders.</p> <p>As amended, the bill authorizes Caltrans to work with CalSTA, the Highway Patrol, local transportation entities, and transit operators to develop guidelines by January 1, 2024, that allow for the safe operation of transit buses on shoulders. The guidelines shall specify minimum highway widths, establish a speed limit that shall</p>	ASSEMBLY TRANSP Two-Year Bill	SUPPORT

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	<p>not exceed 35 mph, or 15 mph above the prevailing traffic speed, and establish protocols for transit vehicles to yield to emergency, maintenance, and disabled vehicles.</p> <p>Although the bill does not contain a sunset date, a report on any bus on shoulder operations must be submitted two years after operations have commenced.</p>		
<p><b>AB 550</b> <b>(Chiu D)</b> Vehicles: speed safety system pilot program.</p>	<p>AB 550 establishes a five-year pilot program to give local transportation authorities in the Cities of San Jose, Oakland, Los Angeles, two unspecified southern California cities, and the City and County of San Francisco the authority to install automated speed safety systems.</p> <p>AB 550 specifies the conditions where an automated system can be placed, limits the amount of the citation, specifies that the citation shall count as a point on a license, and specifies how the proceeds from citation can be spent. In addition, the bill states that the system shall not continue to operate on any given street if within the first 18 months of installation of a system, specified conditions related to a reduction in violations are not met.</p>	<p>ASSEMBLY APPR Held on Suspense Two-Year Bill</p>	<p>SUPPORT</p>
<p><b>AB 629</b> <b>(Chiu D)</b> San Francisco Bay area: public transportation.</p>	<p>AB 629 contains an outline of a proposal to improve transit coordination in the Bay Area.</p> <p>In short, the provisions in AB 629 generally outline the need for reports on work already underway, such as wayfinding, fare integration, and real-time route information. The controversial content will likely not arise until this measure reaches the Senate and when the recommendations made by the Task Force are complete.</p>	<p>ASSEMBLY APPR Suspense File Two-Year Bill</p>	<p>WATCH</p>
<p><b>AB 703</b> <b>(Rubio, Blanca D)</b> Open meetings: local agencies: teleconferences.</p>	<p>AB 703 is a two-year bill that would allow local agencies to use teleconference services to hold legislative meetings at any time. However, recent amendments added language requiring at least a quorum of the legislative body be present at a single location, which restricts the flexibility of using current technology to conduct public meetings.</p>	<p>ASSEMBLY L. GOV. Two-Year Bill</p>	<p>WATCH</p>

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	<p>Under AB 703, the local agency must allow members of the public to observe the meeting and address the legislative body, and it shall give notice of the meeting and post agendas as otherwise required. In addition, the bill requires the legislative body that uses teleconferencing must implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with the federal Americans with Disabilities Act.</p>		
<p><b><u>AB 784</u></b> <b>(Quirk D)</b> Alameda-Contra Costa Transit District.</p>	<p>AB 784 makes numerous changes to the Transit District Law to reflect the formation of AC Transit and modernize the structure and references within the Transit District Law.</p> <p>AB 784 is currently on the Assembly Floor for a concurrence vote on amendments made in the Senate. Assemblyman Quirk is expected to present AB 784 on August 26<sup>th</sup>. Once approved, AB 784 then moves to the Governor's desk.</p> <p>The bill repeals and revises the confusing formation language and simply designates AC Transit as a rapid transit district formed pursuant to this authority. The bill modernizes the act to allow the use as specified of digital signatures. In addition, AB 2777 addresses conflicts with other provisions of law and clarifies the district has 90 days to fill a vacancy on its board.</p>	Signed Into Law	SPONSOR
<p><b><u>AB 917</u></b> <b>(Bloom D)</b> Vehicles: video imaging of parking violations.</p>	<p>Existing law authorizes AC Transit to utilize forward facing cameras for enforcing illegally parked vehicles in bus only lanes. This temporary authority sunsets on December 30, 2021.</p> <p>While AB 917 was easily approved by the Assembly, the Senate has taken a more critical eye. AB 917 was approved by Senate Transportation and Senate Judiciary, but substantial amendments were taken</p> <p>In the Senate Transportation Committee amendments were taken to address impacts to low-income individuals. These amendments clarify existing practice to allow those reviewing</p>	Signed Into Law	CO-SPONSOR

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	<p>the video evidence to decline to issue a ticket if evidence shows a “hardship” such as vehicle that does not operate. In addition, language was added to authorize the administrative hearing officer to reduce or eliminate a fine if the individual is found to be indigent.</p> <p>In the Senate Judiciary Committee, the chair expressed concerns about the broad application of the bill to any transit operator, and the need to provide additional warning tickets To address this concern, AB 917 was amended to require 60 days of warning tickets, instead of the current 30-day period. More significantly, the bill was amended to include a sunset date. With the sunset date, the authority to use these cameras would end on January 1, 2027, with a status report due by January 1, 2025.</p> <p>AB 917 is a collaborative effort in partnership with the California Transit Association and LAMTA to repeal AC Transit’s sunset date, authorize all transit operators to utilize this video enforcement technology, and allow the use of video enforcement for vehicles illegally parked at bus stops.</p>		
<p><b>AB 1157</b> <b>(Lee D)</b> Local transportation funds: State Transit Assistance Program: reports.</p>	<p>AB 1157 is the reintroduction of AB 2542 from last year. AB 1157 would make the following changes to the STA reporting requirements.</p> <ul style="list-style-type: none"> <li>• Shifts the deadline for when a regional transportation planning agency (RTPA) must submit an STA eligibility report to the State Controller’s Office (SCO) to within seven months of the end of each fiscal year.</li> <li>• Requires SCO to compile, publish, and make publicly available on its website the data and information of all transit operator financial transaction reports (FTRs) on or before November 1 of each year.</li> </ul>	Signed Into Law	SUPPORT
<p><b>AB 1238</b> <b>(Ting D)</b> Pedestrian access.</p>	<p>AB 1238 repeals provisions of law prohibiting pedestrians from jaywalking and specifies that pedestrians shall not be subject to a fine or criminal penalty for jaywalking when no cars are</p>	Vetoed	WATCH

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	<p>present. In addition, the bill clarifies that a person shall not enter a roadway and into the path of vehicle if a vehicle is so close or moving fast enough to be an immediate hazard.</p> <p>Governor Newsom’s veto message included the following, <i>“I am concerned that AB 1238 will unintentionally reduce pedestrian safety and potentially increase fatalities or serious injuries caused by pedestrians that enter our roadways at inappropriate locations. I am committed to working with the author, the Legislature, and stakeholders on legislation that addresses the unequal enforcement of jaywalking laws in a manner that does not risk worsening California’s pedestrian safety. In the meantime, I strongly encourage local governments to conduct a review of the demographics and enforcement levels of jaywalking in their communities and to identify and address concerns at the local level as appropriate.”</i></p>		
<p><b><u>AB 1312</u></b> <b>(Rodriguez D)</b> Vehicular fuels: renewable and clean hydrogen: income tax: credit.</p>	<p>AB 1312 will not be moving forward this year. As introduced, AB 1312 would create an investment tax credit for building hydrogen stations, distribution, and renewable fuel production in an effort to make hydrogen mobility self-sufficient by 2030. This bill also sets a standard for 100% renewable and zero carbon hydrogen fuel by 2045.</p>	Two-Year Bill	WATCH
<p><b><u>AB 1389</u></b> <b>(Reyes D)</b> Alternative and Renewable Fuel and Vehicle Technology Program.</p>	<p>AB 1389 makes various changes to the Alternative and Renewable Fuel and Vehicle Technology Program, also known as the Clean Transportation Program (CTP).</p>	SENATE APPR – Suspense File	WATCH
<p><b><u>AB 1401</u></b> <b>(Friedman D)</b> Residential and commercial development: parking requirements.</p>	<p>While the intent remains the same the structure of AB 1401 has changed. As amended, AB 1401 prohibits local governments in counties with a population of 600,000 or more from imposing or enforcing a minimum automobile parking requirement for residential, commercial, and other developments if the parcel is located within</p>	SENATE APPR – Suspense File	SUPPORT

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	<p>one-half mile walking distance of a “major transit stop.”</p> <p>In counties with a population less than 600,000, any city within that county with a population of 75,000 or more is also prohibited from imposing parking minimums on development within one-quarter mile of a major transit stop.</p> <p>As “Major transit stop” is defined in the bill to be a site containing any of the following:</p> <p>(a) An existing rail or bus rapid transit station.</p> <p>(b) A ferry terminal served by either a bus or rail transit service.</p> <p>(c) The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.</p> <p>AB 1401 also adds to the major transit stop definition; a major transit stop that is included in a regional transportation plan. Prior versions of the bill also included “high quality transit corridors,” but this reference has been removed.</p>		
<p><b><u>ACA 1</u></b> <b>(Aguiar-Curry D)</b> Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>Identical to last session’s proposal, ACA 1 would lower the voter threshold for property tax increases, parcel taxes and sales taxes to 55% if the funds are used for affordable housing and infrastructure projects. This includes capital improvements to transit and streets and highways.</p> <p>However, ACA 1 does not allow for the 55% local measure to use the tax revenue for transit operations.</p>	ASSEMBLY LOC GOV	SUPPORT
<p><b><u>SB 18</u></b> <b>(Skinner D)</b> Green hydrogen.</p>	<p>SB 18 requires CARB to develop plans for the hydrogen industry in California.</p> <ul style="list-style-type: none"> <li>By 2023 incorporate hydrogen production in its scoping plan and in consultation with the Workforce Development Board (WDB) identify the role of hydrogen, and particularly the role</li> </ul>	ASSEMBLY APPR – Suspense File	SUPPORT

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	<p>of “green hydrogen,” in helping to achieve the state’s existing climate goals.</p> <ul style="list-style-type: none"> <li>• By June 1, 2023, in consultation with the California Energy Commission (CEC) the California Public Utilities Commission (CPUC), and the WBD prepare and place on its website policy recommendations and strategies regarding production and uses of hydrogen and, in particular, green hydrogen.</li> <li>• By June 1, 2023, in conjunction with CEC and CPUC, to jointly develop recommendations to the Legislature on definitions of different categories of hydrogen and provide guidance to the Legislature on which categories of hydrogen may be used to meet eligibility requirements for various state programs.</li> </ul>		
<p><b>SB 44</b> <b>(Allen D)</b> California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</p>	<p>As amended, SB 44 makes zero-emission, fixed guideway transit projects located in Los Angeles County eligible for expedited CEQA administrative and judicial review procedures. The conditions specified in the bill essentially limit its application to 7 potential projects in Los Angeles.</p>	Signed Into Law	SUPPORT (prior version)
<p><b>SB 274</b> <b>(Wieckowski D)</b> Local government meetings: agenda and documents.</p>	<p>SB 274 requires local agencies that have websites to email a copy of, or provide a link to, the agenda packet, if an individual requests the local agency to deliver these items by email. In addition, SB 274 provides if the local agency determines that it is not technologically feasible to send a copy of, or provide a link to, the agenda packet, the local agency must mail a copy of the agenda, or send a link to the agenda, and mail all other documents.</p>	Signed Into Law	SUPPORT
<p><b>SB 437</b> <b>(Wieckowski D)</b> Local publicly owned electric utilities: integrated</p>	<p>SB 437 would require the integrated resource plans submitted by publicly owned utilities to include details of an electricity rate design for transportation electrification, in particular including rate details for medium and heavy-duty vehicles.</p>	Signed Into Law Chapter 138, Statutes of 2021	SUPPORT



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resource planning: transportation electrification.	<p>The integrated resource plans submitted by public utilities to the California Energy Commission do not address transportation electrification comprehensively. Electricity rate structures that provide fuel cost incentive and dependability is often limited to only the light-duty sector and does not address the medium- and heavy-duty sectors.</p> <p>SB 437 requires the public utilities to explicitly provide for all sectors of transportation electrification, including light-, medium-, heavy-duty and on- and off-road engines into their integrated resource plans to ensure comprehensive electricity rate design.</p>		
<p><b>SB 551</b> <b>(Stern D)</b> California Electric Vehicle Authority.</p>	<p>As amended SB 551 would create the Zero Emission Vehicle Authority within the Governor’s Office of Business and Economic Development.</p> <p>The amendments make the bill technology neutral and equally promote the use of both battery electric and fuel cell technologies. The goal of SB 551 is to create state coordinator of transportation electrification and zero-emission goods movement efforts to be the lead entity to remove barriers and accelerate progress towards the state’s ZEV goals</p>	ASSEMBLY APPR – Suspense File	SUPPORT
<p><b>SB 643</b> <b>(Archuleta D)</b> Fuel cell electric vehicle fueling infrastructure and fuel production: working group: statewide assessment.</p>	<p>SB 643 requires CARB, in consultation with CEC and the California Public Utilities Commission (CPUC), to prepare a statewide assessment of the FCEV fueling infrastructure and fuel production needed to support the adoption of zero-emission trucks, buses, and off-road vehicles at levels necessary for the state to meet specified goals and requirements. The report must be completed by December 31, 2023, and updated every two years until January 1, 2030.</p>	Signed Into Law	WATCH
<p><b>SB 662</b> <b>(Archuleta D)</b> Energy: transportation sector: hydrogen.</p>	<p>SB 662 would require the CPUC, in collaboration with CARB and the CEC to initiate a proceeding to authorize gas corporations to file applications for investments in programs to accelerate zero-</p>	SENATE 2-Year Bill	WATCH

Bill	Subject	Status	Adopted Position
	emission vehicle transportation, particularly to produce hydrogen.		
<p><b><u>SB 726</u></b>  <b><u>(Gonzalez D)</u></b>            Alternative fuel and vehicle technologies:            Sustainable Transportation Strategy.</p>	<p>SB 726 requires CARB and the CEC to develop by January 1, 2024, a sustainable transportation strategy. The purpose of the strategy is to identify plans, actions and required funding needed to meet California’s GHG reduction and criteria pollutant reduction goals in a cost effective and efficient manner.</p> <p>The bill also specifies that Clean Transportation Program (CTP) shall give funding priority to medium- and heavy-duty vehicle infrastructure, research, demonstration, and deployment projects, as permitted by federal law. The CEC required to expend at least 50% of the CTP funds for projects that benefit low-income and disadvantaged communities.</p>	<p>ASSEMBLY FLOOR            Inactive File</p>	<p>WATCH</p>