



December 20, 2021

January 31st is the deadline for all two-year bills to be moved out of their house of origin. Amendments are currently being drafted for two-year bills, and those amendments should be in print on January 3rd. The following matrix reflects those two-year bills on which the Board approved a watch or action position in 2021. All bills from the 2021 session that were vetoed or signed into law have been removed.

TABLE 1: BOARD ADOPTED POSITIONS (2021)

	Subject	Status	Adopted Position
AB 455 (Wicks D) Bay Bridge Fast Forward Program.	<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 are being developed with the aim to accelerate 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.</p> <p>Since AB 455 is already in the Senate, the deadline to hear this bill in Senate Transportation is not until July 1, 2022.</p>	SENATE TRANSP Two-Year Bill	SUPPORT
AB 476 (Mullin D) Department of Transportation: state highways: transit bus pilot program.	<p>AB 476 is sponsored by the California Transit Association and would create a bus on shoulder pilot program. 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. AB 476 must be approved by the Assembly by January 31st.</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 not exceed 35 mph, or 15 mph above the prevailing traffic speed, and</p>	ASSEMBLY TRANSP Two-Year Bill Must be moved out of the Assembly by January 31 st .	SUPPORT

	Subject	Status	Adopted Position
	<p>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><u>AB 550</u> (Chiu D) Vehicles: speed safety system pilot program.</p>	<p>With the departure of Assemblyman Chiu, AB 550 is essentially a dead bill.</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>Must be moved out of the Assembly by January 31st</p>	SUPPORT
<p><u>AB 629</u> (Chiu D) San Francisco Bay area: public transportation.</p>	<p>With the departure of Assemblyman Chiu, AB 629 is essentially a dead bill.</p> <p>AB 629 contains an outline of a proposal to improve transit coordination in the Bay Area. In short, the provisions in AB 629 outlines 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 Blue Ribbon Task Force are complete.</p>	<p>ASSEMBLY APPR Suspense File Two-Year Bill</p> <p>Must be moved out of the Assembly by January 31st</p>	WATCH
<p><u>AB 703</u> (Rubio, Blanca D)</p>	<p>AB 703 is a two-year bill that would allow local agencies to use teleconference services to</p>	<p>ASSEMBLY L. GOV. Two-Year Bill</p>	WATCH

	Subject	Status	Adopted Position
Open meetings: local agencies: teleconferences.	<p>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>Although new legislation on Brown Act revisions is expected, it will likely be placed in a new bill. AB 703 is not expected to move forward.</p> <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 to 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>	Must be moved out of the Assembly by January 31 st	
AB 1312 (Rodriguez D) Vehicular fuels: renewable and clean hydrogen: income tax: credit.	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.	Asm. Nat. Resources Two-Year Bill Must be moved out of the Assembly by January 31 st	WATCH
AB 1389 (Reyes D) Alternative and Renewable Fuel and Vehicle Technology Program.	AB 1389 makes various changes to the Alternative and Renewable Fuel and Vehicle Technology Program, also known as the Clean Transportation Program (CTP).	SENATE APPR – Suspense File	WATCH
AB 1401 (Friedman D) Residential and commercial development:	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	SENATE APPR – Suspense File	SUPPORT

	Subject	Status	Adopted Position
parking requirements.	<p>residential, commercial, and other developments if the parcel is located within 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. A “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 headways 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><u>ACA 1</u> (Aguiar-Curry D) 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. 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><u>SB 18</u> (Skinner D) Green hydrogen.</p>	<p>SB 18 requires CARB to develop plans for the hydrogen industry in California.</p> <ul style="list-style-type: none"> By 2023 incorporate hydrogen production in its scoping plan and in consultation with the Workforce Development Board (WDB) 	ASSEMBLY APPR – Suspense File	SUPPORT

	Subject	Status	Adopted Position
	<p>identify the role of hydrogen, and particularly the role of “green hydrogen,” in helping to achieve the state’s existing climate goals.</p> <ul style="list-style-type: none"> • 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. • 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. 		
<p>SB 551 (Stern D) 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>	<p>ASSEMBLY APPR – Suspense File</p>	<p>SUPPORT</p>
<p>SB 662 (Archuleta D) 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-emission vehicle transportation, particularly to produce hydrogen.</p>	<p>SENATE APPR Suspense File SENATE 2-Year Bill</p> <p>Must be moved out of the Senate by January 31st</p>	<p>WATCH</p>

	Subject	Status	Adopted Position
<p>SB 726 (Gonzalez D) 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 is 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>