



May 26, 2022

*May 27<sup>th</sup> is the House of Origin deadline, where all bills introduced this year must be moved to the second house. All bills that remain in their house of origin are dead.*

**TABLE 1: BOARD ADOPTED POSITIONS**

	Subject	Status	Adopted Position
<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 are being drafted and should be in print prior to the hearing in Senate Transportation Committee. The amendments remove the controversial elements of the bill, but would enact a process to examine and improve transit travel speeds through the Bay Bridge corridor. This includes developing bus speed and reliability performance targets for the corridor and identifying policy changes and projects needed to meet those targets.</p>	SENATE TRANSP	SUPPORT
<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 FLOOR – Inactive 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 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</p>	SENATE APPR – Suspense File - DEAD	SUPPORT

	Subject	Status	Adopted Position
	75,000 of more is also prohibited from imposing parking minimums on development within one-quarter mile of a major transit stop.		
<b>AB 1919</b> <b>(Holden D)</b> Transportation: free student transit passes.	<p>As approved by the Assembly Appropriations Committee, AB 1919 was substantially amended. The bill would still create the Youth Transit Pass Pilot Program, but it is no longer a mandate, but an incentive program that transit operators can seek grants to provide free transit to youth 25 and under.</p> <p>While these amendments are a significant improvement, the California Transit Association continues to negotiate with the author on amendments to further improve the structure of this funding program.</p>	ASSEMBLY FLOOR	OPPOSE
<b>AB 1938</b> <b>(Friedman D)</b> Transit and Intercity Rail Recovery Task Force.	<p>AB 1938 directs CalSTA to create the Transit Recovery Task Force. The Task Force would be comprised of representatives from the University of California, local governments, MPOs, transit operators, labor, bike and pedestrian groups, and transportation advocacy groups.</p> <p>The goal is for the Task Force to submit a report to the Legislature by January 1, 2025, that includes a detailed analysis of existing funding sources, existing transit performance metrics, and overall transit service provided. The report must also include recommendations on improving transit procurement efficiencies, replacing the fare box recovery ratios, and whether the state should create a new funding source for transit operations.</p> <p>The bill also requires the report to include recommendations on topics that would be difficult craft on a statewide basis. These topics include recommendations on how to grow transit, fare coordination or single fare payments systems within zones, transit consolidation and/or having a network manager</p>	ASSEMBLY FLOOR	WATCH

	Subject	Status	Adopted Position
	to coordinate routes, and how to improve transit frequency and reliability.		
<b><u>AB 1944</u></b> <b>(Lee D)</b> Local government: open and public meetings.	AB 1944 would allow members of legislative body to continue to participate in a Brown Act meeting remotely, and if from a non-public location the member is not required to disclose the address. In addition, AB 1944 requires the governing body if it chooses to allow for remote participation of its members, to also provide video streaming and offer public comment via video or phone.	ASSEMBLY FLOOR	SUPPORT IF AMENDED
<b><u>AB 1975</u></b> <b>(Nazarian D)</b> Local government: bus shelters.	This bill requires cities and counties to submit a report to the Legislature that identifies the number of bus shelters within the city or county. The intent is to determine whether local jurisdictions have enough of these facilities to shelter transit riders from the impacts of climate change, including higher temperatures, and which areas should be prioritized to receive shelters.	ASSEMBLY APPR.— Held on Suspense DEAD	WATCH
<b><u>AB 1993</u></b> <b>(Wicks D)</b> Employment: COVID-19 vaccination requirements.	<i>Assemblywoman Wicks has announced that she does not plan to move this measure forward.</i>  AB 1993 would require an employer to require each of their employees or independent contractors that is eligible to receive the COVID-19 vaccine to demonstrate that they have been vaccinated against COVID-19. Employees or independent contractors that have been deemed ineligible to receive the vaccine for either medical or religious reasons are exempted from the bill.	ASSEMBLY L & E	WATCH
<b><u>AB 2097</u></b> <b>(Friedman D)</b> Residential and commercial development: remodeling, renovations, and additions:	AB 2097 is the reintroduction of AB 1401, which was held on the Senate Appropriation Suspense File last year. AC Transit had adopted a support position on AB 1401.  AB 2097 would prohibit public agencies from enforcing minimum automobile parking requirements for residential, commercial, and other developments if the parcel is located within one-half mile walking distance of either a	ASSEMBLY FLOOR	SUPPORT

	Subject	Status	Adopted Position
parking requirements.	<p>“high quality transit corridor” or a “major transit stop.”</p> <ul style="list-style-type: none"> <li>• “Major transit stop” includes an existing rail or BRT station, ferry terminal, or the intersection of two or more bus routes with peak commute period headways of 15 minutes or less.</li> <li>• “High-quality transit corridor” includes a corridor with fixed route bus service with peak commute headways of less than 15 minutes.</li> </ul> <p>If a development voluntarily includes parking a local entity may require spaces for car share vehicles, require the spaces to be shared with the public, or require owners of parking spaces to charge for parking.</p>		
<b><u>AB 2147</u></b> <b>(Ting D)</b> Pedestrians.	<p>AB 2147 was approved by the Assembly and now moves to the Senate .</p> <p>This bill amends existing law to direct that a peace officer shall not stop a pedestrian for a violation involving an illegal crossing the street unless a reasonably careful person would realize there is an immediate danger of a collision with a moving vehicle or other device moving exclusively by human power.</p>	SENATE DESK	WATCH
<b><u>AB 2237</u></b> <b>(Friedman D)</b> Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals.	<p>AB 2237 would require regional transportation planning agencies (RTPA) to include in its regional transportation improvement program projects to be funded in whole or in part that are consistent with its most recently prepared sustainable communities strategy and the state’s climate goals.</p> <p>AB 2237 stems from the recently completed SGC report titled California Transportation Assessment Report, which was required pursuant to AB 285 (Friedman). This report includes a series of white papers prepared by</p>	ASSEMBLY FLOOR	WATCH

	<b>Subject</b>	<b>Status</b>	<b>Adopted Position</b>
	UC Institute for Transportation Studies. One analysis on MPO planning includes an analysis of the most-recent adopted RTP/SCSs, which indicates that most MPO plans allocate more funds toward roadways than transit, but most allocate more roadway funding toward maintenance and operations than new facilities.		
<b><u>AB 2336</u></b> <b>(Friedman D)</b> Vehicles: Speed Safety System Pilot Program.	<p>AB 2336 would establish a five-year pilot program to give local transportation authorities in the Cities of San Jose, Oakland, Los Angeles, Glendale, Palm Springs, and the City and County of San Francisco the authority to install speed safety systems. AB 2336 would implement one of the recommendations from the Vision Zero Task Force report.</p> <p>AB 2336 would allow the placement of a speed safety system in school zones, and on streets with the highest injuries and fatalities, or on street determined to have a high number of vehicle speed exhibitions. In addition, the speed safety system may not continue if after 18 months the percentage of violations has not dropped by 25%. The bill contains other significant public education and signage requirements as well as privacy protections.</p>	ASSEMBLY APPR.— Held on Suspense DEAD	SUPPORT
<b><u>AB 2357</u></b> <b>(Ting D)</b> Surplus land.	<p>AB 2357 makes several changes intended to improve the process under the Surplus Lands Act (SLA). Assemblyman Ting has championed legislation in the past to increase the use of surplus locally owned land for affordable housing development. Past efforts have raised concerns with AC Transit regarding the impact past proposal would have on property owned for future expansion.</p> <p>The SLA spells out the steps local agencies must follow when they dispose of land they no longer need. Before local officials can dispose of property, they must declare that the land is no longer necessary for the agency's use in a public meeting and declare the land either "surplus land" or "exempt surplus land." The SLA</p>	ASSEMBLY FLOOR	WATCH

	Subject	Status	Adopted Position
	designates certain types of land as “exempt surplus land,” which is not subject to the requirements of the SLA.		
<b><u>AB 2449</u></b> <b>(Rubio, Blanca D)</b> Open meetings: local agencies: teleconferences.	AB 2449 would authorize the use of teleconferencing without noticing and making available to the public teleconferencing locations if a quorum of the members of the legislative body participates in person from a singular location that is noticed and open to the public and require the legislative body to offer public comment via video or phone.	ASSEMBLY FLOOR	WATCH
<b><u>AB 2622</u></b> <b>(Mullin D)</b> Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	AB 2622 would extend the exemption from the state portion of the sales tax the purchase zero emission transit vehicles. This bill is sponsored by the California Transit Association and would extend the sunset date on the sales tax exemption from January 1, 2024, to January 1, 2026.	ASSEMBLY FLOOR	SUPPORT
<b><u>ACA 1</u></b> <b>(Aguiar-Curry D)</b> Local government financing: affordable housing and public infrastructure: voter approval.	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.	ASSEMBLY LOC GOV	SUPPORT
<b><u>SB 18</u></b> <b>(Skinner D)</b> Green hydrogen.	SB 18 requires CARB to develop plans for the hydrogen industry in California.  <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</li> </ul>	ASSEMBLY APPR – Suspense File	SUPPORT

	Subject	Status	Adopted Position
	<p>particularly the role 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 distinct 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><u>SB 551</u></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><u>SB 726</u></b> <b>(Gonzalez D)</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,</p>	ASSEMBLY FLOOR Inactive File	WATCH

	Subject	Status	Adopted Position
	<p>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><b>SB 878</b> <b>(Skinner D)</b> School transportation.</p>	<p>SB 878 was approved by the Senate and is currently awaiting referral to committee in the Assembly. This bill would create a program to provide home-to-school transportation to all students. The bill is sponsored by the California School Employees Association.</p> <p>SB 878 was amended to address issues raised by AC Transit with respect to licensing requirements and to include a definition of “supplementary transit service.”</p> <p>Under this bill school agencies that do not provide transportation services are directed to work with parents, teachers, transit operators, and air districts and others on developing a transportation plan that ensures all students have free transportation to school. Funding for this program is dependent on a budget appropriation, and the allocation formula is not specified but would be based on a per mile reimbursement.</p>	ASSEMBLY DESK	SUPPORT
<p><b>SB 917</b> <b>(Becker D)</b> Seamless Transit Transformation Act.</p>	<p>SB 917 has been approved by the Senate and is now pending in the Assembly.</p> <p>SB 917 directs MTC to work with transit operators to develop the Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive regional transit wayfinding system, and establish an open-source real-time transit information system.</p> <p>Recent amendments do address some of the concerns expressed by Bay Area operators with respect to the time deadlines. However, there remains concerns regarding the integrated fare plan requirements, which would limit each operator’s oversight of their budgets. The regional fare setting process in the bill may also</p>	ASSEMBLY DESK	SUPPORT IF AMENDED



	Subject	Status	Adopted Position
	<p>impact the ability of operators to finance projects.</p> <p>In addition, the bill requires MTC to consult with the Regional Transit Coordinating Council (RTCC) referred in existing law. However, the RTCC is not well defined with respect to membership, and MTC is not required to incorporate any findings made by the RTCC in the regional fare plan.</p> <p>The bill was approved by the Senate Transportation Committee with the understanding that Senator Becker will continue to work with the operators to address their concerns.</p>		
<p><b>SB 922</b> <b>(Wiener D)</b> California Environmental Quality Act: exemptions: transportation-related projects.</p>	<p>SB 922 expands the application of the California Environmental Quality Act (CEQA) exemptions for various transportation-related projects and sunsets those exemptions on January 1, 2030.</p> <p>Specifically, the bill makes the following changes:</p> <ul style="list-style-type: none"> <li>• Exempts from CEQA, until January 1, 2030, active transportation plans and pedestrian plans, if the lead agency holds noticed public hearings</li> <li>• For the SB 288 projects, this bill extends the January 1, 2023, sunset until 2030, but these projects shall not add infrastructure or striping that increases automobile capacity.</li> <li>• Expands the type of transit prioritization projects.</li> </ul>	ASSEMBLY DESK	SUPPORT
<p><b>SB 942</b> <b>(Newman D)</b> Low Carbon Transit Operations Program: free or</p>	<p>SB 946 was unanimously approved by the Senate Committee on Environmental Quality.</p> <p>This bill would allow transit agencies who use Low Carbon Transit Operations Program (LCTOP) moneys to fund free or reduced fare transit programs to continue using those</p>	ASSEMBLY TRANS	SUPPORT

	Subject	Status	Adopted Position
reduced fare transit program.	moneys for ongoing operating costs. It further eliminates the requirements to annually demonstrate greenhouse gas (GHG) emission reductions and document other program details when using LCTOP funds for transit passes.		
<b>SB 1075</b> <b>(Skinner D)</b> Hydrogen: green hydrogen: emissions of greenhouse gases.	<p>SB 1075 would create the California Clean Hydrogen Hub Fund, administered by I-Bank to provide grants for clean hydrogen projects using funds appropriated by the Legislature.</p> <p>The bill also requires the California Air Resources Board (CARB) and the California Energy Commission (CEC) to analyze options for using hydrogen as part of decarbonization strategies, and adds renewable hydrogen electric generation facilities to the list of renewable energy resources eligible for the California Renewable Portfolio Standard (RPS).</p> <p>SB 1075 aims to establish a statutory framework to enable California to compete for federal infrastructure funding, in particular the \$8 billion that the IJA allocated to the Regional Clean Hydrogen Hub Program.</p>	SENATE FLOOR Consent Calendar	SUPPORT
<b>SB 1100</b> <b>(Cortese D)</b> Open meetings: orderly conduct.	<p>SB 1100 would authorize the removal of an individual from a public meeting who is “willfully interrupting” the meeting after a warning and a request to stop their behavior. “Willfully interrupting” is defined as intentionally engaging in behavior during a meeting of a legislative body that substantially impairs or renders infeasible the orderly conduct of the meeting in accordance with law.</p>	ASSEMBLY LOC GOV	WATCH
<b>SB 1121</b> <b>(Gonzalez D)</b> State and local transportation system: needs assessment.	<p>SB 1121 would require the California Transportation Commission (CTC) to biennially develop a needs assessment of the cost to operate, maintain, and provide for the future growth and resiliency of the state and local transportation system.</p> <p>The bill defines “state and local transportation system” to include public transit systems, including operations, as well as bicycle and</p>	ASSEMBLY DESK	SUPPORT

	<b>Subject</b>	<b>Status</b>	<b>Adopted Position</b>
	pedestrian facilities. The CTC would also be required to consult with transit operators, transportation planning agencies, and local governments in developing the assessment.		
<b><u>SB 1161</u></b> <b>(Min D)</b> Transit districts: street harassment initiatives.	<p>SB 1161 would require the top ten public transit operators to develop and implement a plan to reduce the street harassment experienced by its riders, as specified, and to consider the safety concerns and needs of riders impacted by street harassment when planning, designing, and operating their systems. Requires transit operators to collect survey data for the purpose of informing the plan. Requires outreach activities, as specified, for both collecting survey data and developing and implementing the plan.</p> <p>Senator Min is concerned about placing costly burdens on transit operators, and his office continues to work on amendments to address concerns expressed by CTA. AC Transit may need to revisit the Watch position on this bill if amendments fail to address concerns.</p>	SENATE FLOOR Consent Calendar	WATCH
<b><u>SB 1230</u></b> <b>(Limón D)</b> Zero-emission and near-zero-emission vehicle incentive programs: requirements.	This bill aims to streamline existing financial incentive programs to make it easier for lower income residents to purchase clean technology vehicles. It also expands the number of incentive programs that support alternative mobility options for those less inclined to buy a new zero emission vehicle, including transit passes for public transit, car sharing, bike sharing, or electric bicycles.	SENATE FLOOR	WATCH