

**October 17, 2022**

**Existing Positions**

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| **Bills** | **Subject** | **Status** | **Position** |
| [**AB 455**](javascript:OpenBillInfo('AB%20455');) **(Wicks D)** Bay Bridge Fast Forward Program. | AB 455 requires Caltrans, no later than July 1, 2024, in consultation with MTC, BATA, relevant transit operators, and relevant local transportation agencies, to establish speed and reliability performance targets for buses traveling through the Bay Bridge corridor.  The bill also requires Caltrans to establish an online reporting process to publicly share bus speed and reliability performance results, and to submit a report to the Legislature that identifies a strategy for achieving the bus speed and reliability performance targets in the Bay Bridge corridor. | DEAD | WATCH |
| [**AB 1919**](javascript:OpenBillInfo('AB%201919');) **(**[**Holden**](https://a41.asmdc.org/)**D)** Transportation: free student transit passes. | As amended, AB 1919 creates a five-year Youth Transit Pass Pilot Program to provide grants to transit agencies to create or expand free fare transit programs for college and K-12 students.  The Governor stated in his veto message, *“(AB 1919) costs will likely exceed $115 million annually. With our state facing lower-than-expected revenues over the first few months of this fiscal year, it is important to remain disciplined when it comes to spending, particularly spending that is ongoing.”*  Contingent upon funds being appropriated the bill would allow transit operators to apply to Caltrans for funds to create or expand existing free fare programs. The funds would be awarded based on the operator’s proportional share fare box revenues based on the 2018-19 fiscal year. The bill also stipulates that an educational institution may not participate if the receipt of the funds would invalidate an existing free fare funding program. | VETOED | Watch |
| [**AB 1938**](javascript:OpenBillInfo('AB%201938');) **(**[**Friedman**](https://a43.asmdc.org/)**D**) Transit and Intercity Rail Recovery Task Force. | AB 1938 was recently gutted and amended to now allow local governments to round down to the nearest 5 miles per hour increment based on the 85th percentile speed survey.  Previously, AB 1938 proposed 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. | Signed Into Law  Chapter 406, Statutes of 2022 | WATCH  Prior Version |
| [**AB 1944**](javascript:OpenBillInfo('AB%201944');) **(**[**Lee**](https://a25.asmdc.org/)**D)** Local government: open and public meetings. | AB 1944 remained in the Senate Committee on Governance & Finance and did not move forward this year. The Committee had concerns about the significant flexibility granted the members of local legislative bodies to participate remotely.  *The Governor has signed into law AB 2449 (Rubio). While similar to AB 1944, this bill would allow for remote participation if at least a majority of the governing board participate at a single location. The bill also places restrictions on the reasons to participate remotely.*  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. | DEAD | WATCH |
| [**AB 1975**](javascript:OpenBillInfo('AB%201975');) **(**[**Nazarian**](https://a46.asmdc.org/)**D)** Transportation: bus shelter and street furniture siting: Road Maintenance and Rehabilitation Program: Local Streets and Roads Program. | AB 1975 originally required local governments to approve a request to install a bus shelter, bench, or other “street furniture” by ministerial action.  Unfortunately, the bill has been significantly amended. As amended, AB 1975 would require cities and counties to submit an annual report to the legislature that identifies the number of bus shelters within the city or county. | DEAD | WATCH |
| [**AB 1993**](javascript:OpenBillInfo('AB%201993');) **(**[**Wicks**](https://a15.asmdc.org/)**D)** Employment: COVID-19 vaccination requirements. | 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.  Starting on January 1, 2023, each employer is required to affirm, in a form and manner provided by the state, that each employee or independent contractor complied with these provisions, | DEAD | WATCH |
| [**AB 2441**](javascript:OpenBillInfo('AB%202441');) **(**[**Kalra**](https://a27.asmdc.org/)**D)** Public employment: local public transit agencies: new technologies. | AB 2441 requires a public transit employer to notify labor representatives of its intention to begin, or substantive progress toward initiating the use of autonomous vehicles.  In his veto message, Governor Newsom stated, “*I am supportive of ensuring workers affected by new technology are consulted and have input upon decisions that will impact their job. However, I am returning this bill without my signature because it contains some ambiguous terms that may lead to more adjudications than intended, and I believe more work is needed to clearly define the scope and application of the bill.”*  The bill also requires that following a written request by the exclusive employee representative, the public transit employer must commence collective bargaining in which both parties must bargain over the development and implementation of the use of autonomous vehicles. | VETOED | WATCH |
| [**AB 2449**](javascript:OpenBillInfo('AB%202449');) **(**[**Rubio, Blanca**](https://a48.asmdc.org/)**D**) 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.  The provisions made in AB 2449 would sunset on January 1, 2028. | Signed Into Law  Chapter 285, Statutes of 2022 | WATCH |
| [**AB 2524**](javascript:OpenBillInfo('AB%202524');) **(**[**Kalra**](https://a27.asmdc.org/)**D)** Santa Clara Valley Transportation Authority: employee relations.  [**SB 957**](javascript:OpenBillInfo('SB%20957');) **(**[**Laird**](http://sd17.senate.ca.gov/)**D)** Public Employment Relations Board: Santa Cruz Metropolitan Transit District. | Both AB 2524 and SB 957 would place oversight of labor disputes of two public transit agencies under the Public Employment Relations Board (PERB).  AB 2524 would place the Santa Clara Valley Transportation Authority (VTA) under the jurisdiction of PERB. Santa Clara VTA has registered its opposition to AB 2524  SB 957 would place the Santa Cruz Metropolitan Transit District under PERB. SB 957 was substantively amended to reflect the PERB oversight structure enacted for BART. The is no opposition on file for SB 957. | AB 2524  Signed Into Law Chapter 789  SB 957  Signed Into Law Chapter 240 | WATCH |
| [**AB 2622**](javascript:OpenBillInfo('AB%202622');) **(**[**Mullin**](https://a22.asmdc.org/)**D)** 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. | Signed Into Law  Chapter 353, Statutes of 2022 | SUPPORT |
| [**SB 674**](javascript:OpenBillInfo('SB%20674');) **(**[**Durazo**](http://sd24.senate.ca.gov/)**D)** Public Contracts: workforce development: transportation-related contracts. | At the end of session, SB 674 was removed from the Inactive File, and substantially amended.  As amended, SB 674 requires a contractor or subcontractor, until January 1, 2028, that is awarded a state contract, a subsidy, a grant, or a loan, for the acquisition of zero-emission transit vehicles or electric vehicle supply equipment valued at ten million dollars or more, to incorporate high road job standards in their application.  As specified in the bill, these new requirements would apply to grants provided by Caltrans that exceed $10 million for the purchase of zero emission buses. The bill would require contractors to agree to provide specified information about their workers if awarded a contract. The local entity that awards the contract would be required to receive specified reports, and withhold funds from the award if the contractor fails to comply with the reporting requirements. | Signed Into Law  Chapter 353, Statutes of 2022 | Oppose Unless Amended |
| [**SB 878**](javascript:OpenBillInfo('SB%20878');) **(**[**Skinner**](http://sd09.senate.ca.gov/)**D)** School transportation. | SB 878 was gutted and amended by the Assembly Appropriations Committee to become a study bill.  Previously, SB 878 would create a program to provide home-to-school transportation to all students, by providing school bus service or by contracting with public transit operators.  As amended, SB 878 directs the California Department of Education to convene a workgroup that includes school transportation stakeholders and school transportation providers to develop recommendations pertaining to safety standards for drivers of unaccompanied minors to school. | DEAD | WATCH |
| [**SB 917**](https://ctweb.capitoltrack.com/public/publishbillinfo.aspx?bi=dlybNgHmX7iUaV5UqxOBPnS3YvKf0Kl2vHXBU%2bciDsgaxn8Xzbp7tsYvOh4x9ikn) **(**[**Becker**](http://sd13.senate.ca.gov/)**D)** Seamless Transit Transformation Act. | 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.  SB 917 was held on the Assembly Appropriations Suspense File. No reason was given. However, several amendments were still being negotiated, and the bill would create cost pressures, so it is not surprising that the bill was held.  Amendments did address some concerns expressed by Bay Area operators with respect to the time deadlines, concerns regarding the integrated fare plan requirements, and establishing the Regional Transit Coordinating Council. | DEAD | WATCH |
| [**SB 922**](javascript:OpenBillInfo('SB%20922');) **(**[**Wiener**](http://sd11.senate.ca.gov/)**D)** California Environmental Quality Act: exemptions: transportation-related projects. | 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. Specifically, the bill makes the following changes:   * Exempts from CEQA, until January 1, 2030, active transportation plans and pedestrian plans, if the lead agency holds noticed public hearings * 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. * Expands the type of transit prioritization projects. | Signed Into Law  Chapter 987, Statutes of 2022 | SUPPORT |
| [**SB 942**](javascript:OpenBillInfo('SB%20942');) **(**[**Newman**](https://sd29.senate.ca.gov/)**D**) Low Carbon Transit Operations Program: free or reduced fare transit program. | SB 946 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 moneys for ongoing operating costs.  As amended in the Assembly Transportation Committee, operators would be required to submit the initial allocation request and then annually provide for the next three years documentation that the program is meeting the GHG reduction requirements. | Signed Into Law  Chapter 988, Statutes of 2022 | SUPPORT |
| [**SB 1100**](javascript:OpenBillInfo('SB%201100');) **(**[**Cortese**](http://sd15.senate.ca.gov/)**D**) Open meetings: orderly conduct. | 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. | Signed Into Law  Chapter #171, Statutes of 2022 | WATCH |
| [**SB 1121**](javascript:OpenBillInfo('SB%201121');) **(**[**Gonzalez**](https://sd33.senate.ca.gov/)**D)** State and local transportation system: needs assessment. | SB 1121 would require the California Transportation Commission (CTC) in cooperation with Caltrans and CalSTA 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.  The bill defines “state and local transportation system” to include public transit systems, including operations, as well as bicycle and pedestrian facilities. The CTC would also be required to consult with transit operators, transportation planning agencies, and local governments in developing the assessment. | Signed Into Law  Chapter 508, Statutes of 2022 | SUPPORT |
| [**SB 1161**](javascript:OpenBillInfo('SB%201161');) **(**[**Min**](https://sd37.senate.ca.gov/)**D)** Transit districts: street harassment initiatives. | The Assembly Appropriations Committee significantly back scaled SB 1161. As amended the bill requires the Mineta Transportation Institute (MTI) to develop and make available on its internet website a survey for the purpose of promoting consistency in the collection of survey data by transit agencies to inform efforts to improve the safety of riders and reduce street harassment on public transit. | Signed Into Law  Chapter 318, Statutes of 2022 | WATCH |
| [**SB 1196**](javascript:OpenBillInfo('SB%201196');) **(**[**Umberg**](https://sd34.senate.ca.gov/)**D**) Transportation Development Act: eligibility: Anaheim Transportation Network. | SB 1196 expands the definition “State Transit Assistance (STA)-eligible operator” to include the Anaheim Transportation Network (ATN) for the purposes of receiving STA funds. Senator Umberg decided to hold the bill in Assembly Transportation Committee at the request of ATN, who has decided to work with OCTA to reach an agreement pursuant to the process in existing law. | DEAD | WATCH |