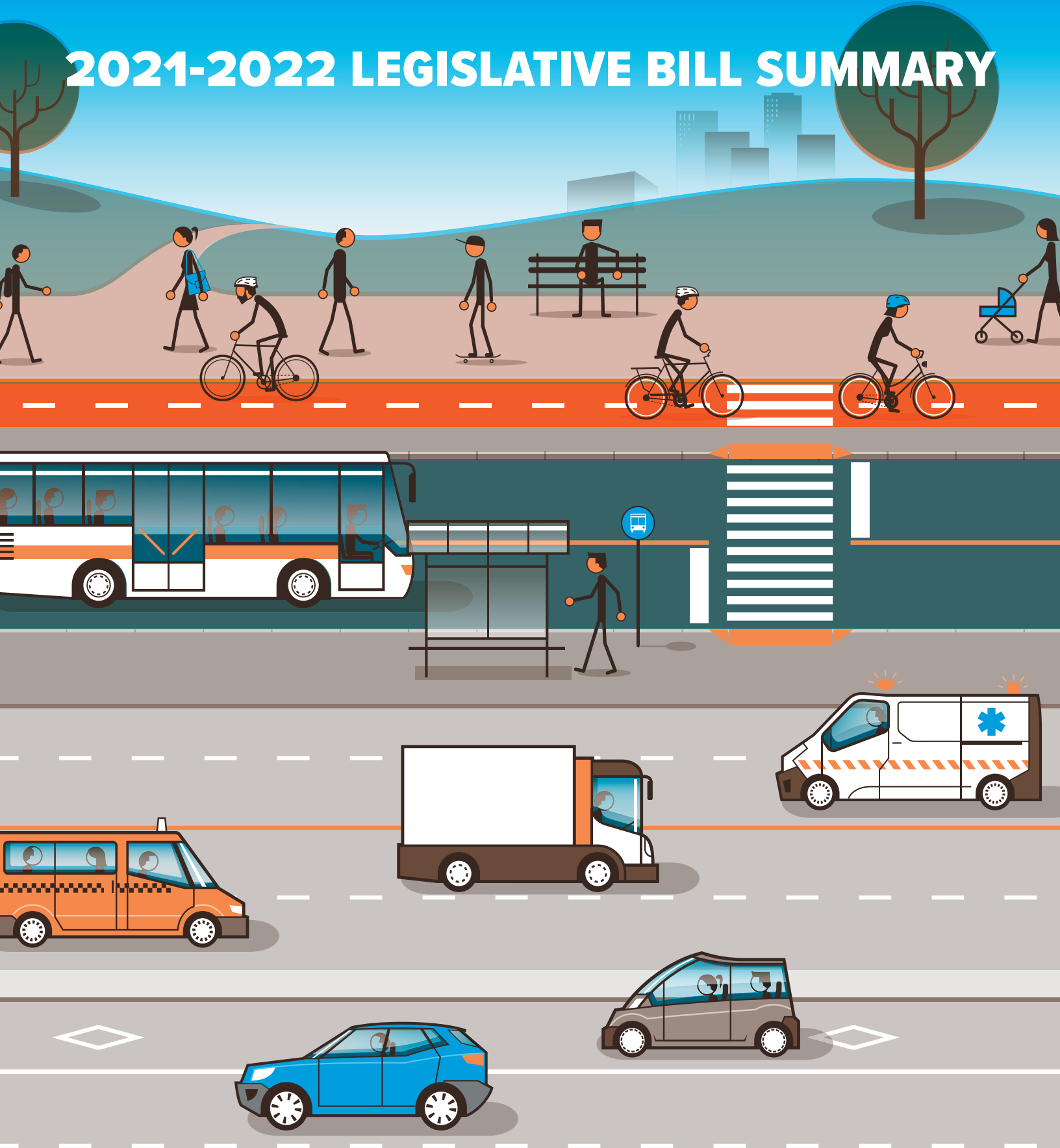


CALIFORNIA LEGISLATURE

Senate Transportation Committee

2021-2022 LEGISLATIVE BILL SUMMARY



CALIFORNIA LEGISLATURE

**SENATE TRANSPORTATION
COMMITTEE**

**SENATOR LENA GONZALEZ,
CHAIR**

2021 - 2022 Legislative Bill Summary

INTRODUCTION

This publication is a comprehensive collection of summaries for bills and resolutions that the Senate Transportation Committee considered during the 2021-22 session. Some bills dealing with transportation issues and funding were considered budget issues¹. Those bills were the purview of the Budget Committee and not the Transportation Committee so they are not discussed here. Complete information on all measures, including all versions, analyses, and votes, is available at <https://leginfo.legislature.ca.gov/>

Due to the COVID-19 Pandemic, Senate policy committees continued to work under a compressed time line and with expanded opportunities for virtual public participation. This prevented bills from being heard by more than two policy committees. In instances where additional policy committee referrals would have otherwise been justified, the additional policy committees worked with the two assigned policy committees and stakeholders to provide their input.

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¹ In 2021 the relevant budget bills are AB 149, AB 174, AB 128, AB 161, AB 164 and SB 170. In 2022 the relevant budget bills are AB 179, SB 198, SB 154, AB 178, and AB 180.

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Abandoned Vehicles, Parking, and Towing

[AB-917 \(Bloom\) - Vehicles: video imaging of parking violations.](#)

This bill authorizes all public transit operators to install automated forward-facing cameras on transit vehicles for the purposes of enforcing parking violations occurring in transit-only traffic lanes and at transit stops and stations.

Status: Chapter 709, Statutes of 2021

[AB-1685 \(Bryan\) - Vehicles: parking violations.](#)

This bill requires processing agencies to forgive at least \$1,500 in parking tickets for individuals who are verified to be homeless.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 1685 without my signature.

This bill requires processing agencies to forgive at least \$1,500 in parking tickets for individuals who are verified to be homeless if the processing agency uses the Department of Motor Vehicles (DMV) to place a registration hold on vehicles as a means of enforcement.

I am sympathetic to the author's intent to provide financial relief to extremely low-income Californians, but a statewide requirement for parking ticket forgiveness may not be the best approach.

Under current law, processing agencies are already required to take several steps prior to asking DMV to collect the unpaid debt from indigent individuals, including establishing a payment program and waiving late fees and penalty assessments. Under this bill, there would be no limit to the number of times a person could ultimately seek relief from the program.

Local governments should provide support to people living in cars in other manners, while continuing with parking enforcement to manage their public rights-of-way. Some jurisdictions have already taken it upon themselves to link people living in cars with housing and services, for example by establishing safe parking programs. These efforts have shown promise for both people living in their cars, as well as the surrounding communities. Safe parking strategies are an eligible use of discretionary funding from

programs such as the Homeless Housing Assistance & Prevention (HHAP) - of which \$1 billion has been allocated to cities and counties this year alone.

In recent years, we have made record investments in the budget to produce affordable housing and address homelessness, but it is still not enough to make the progress we all wish to see. I remain committed to continuing the state's leadership to address this critically important issue and I look forward to working with the author and the Legislature on proposals in the budget next year demonstrating this shared commitment.

[AB-2174 \(Chen\) - Vehicles: removal from private property.](#)

This bill requires the written authorization from the property owner to a towing company in order to commence a tow to include identification numbers on the vehicle, including, but not limited to, a quick response (QR) code or serial number if the vehicle does not have an identifiable make, model, vehicle identification number or license plate number.

Status: Chapter 206, Statutes of 2022

[AB-2206 \(Lee\) - Nonattainment basins: employee parking: parking cash-out program.](#)

This bill requires commercial landlords that are currently required to offer a parking cash-out program, to provide any of their tenants who are large employers with information about the cost of any parking provided as part of the lease.

Status: Chapter 866, Statutes of 2022

[AB-2330 \(Bigelow\) - Total loss salvage and nonrepairable vehicles.](#)

This bill modifies existing requirements for an insurance company, or a salvage pool authorized by an insurance company, to receive a salvage certificate or nonrepairable vehicle certificate.

Status: Chapter 125, Statutes of 2022

Active Transportation

SB-214 (Bates) - Neighborhood electric vehicles: County of Orange: Ranch Plan Planned Community.

This bill would repeal the January 1, 2022, sunset date, thereby indefinitely extending the County of Orange's authority to establish a NEV transportation plan for the Ranch Plan Planned Community.

Status: Chapter 101, Statutes of 2021

SB-932 (Portantino) - General plans: circulation element: bicycle and pedestrian plans and traffic calming plans.

This bill requires the circulation element of a general plan to include specified contents related to bicycle plans, pedestrian plans, and traffic calming plans, and to implement those plans; provides that failure to implement the plans creates a cause of action for victims of traffic violence.

Status: Chapter 710, Statutes of 2022

AB-117 (Boerner Horvath) - Air Quality Improvement Program: electric bicycles.

This bill adds incentives for purchasing e-bikes as a project eligible for funding under the Air Quality Improvement Program.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 117 without my signature.

This bill codifies the Electric Bicycle Incentive Project (Project) to provide incentives to income-eligible individuals for the purchase of electric bicycles at participating retailers.

I support the author's intent and goals of this program, which is why the 2021-22 Budget Act included \$10 million in one-time funding for this Project. However, there is no ongoing source of funding for this Project.

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. We must prioritize existing obligations and priorities, including education, health care, public safety, and safety-net programs.

The Legislature sent measures with potential costs of well over \$20 billion in one-time spending commitments and more than \$10 billion in ongoing commitments not accounted for in the state budget. Bills with significant fiscal impact, such as this measure, should be considered and accounted for as part of the annual budget process.

AB-122 (Boerner Horvath) - Vehicles: required stops: bicycles.

This bill permits a person riding a bicycle approaching a stop sign to yield the right-of-way, rather than stopping, to any vehicles that have stopped at the intersection, entered the intersection, or are approaching the intersection, and continue to yield the right-of-way until it is reasonably safe to proceed. Additionally, a person riding a bicycle must also yield to pedestrians crossing the roadway.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 122 without my signature.

This bill would allow a person riding a bicycle to proceed through a stop sign as if it were a yield sign until January 1, 2028.

While I share the author's intent to increase bicyclist safety, I am concerned this bill will have the opposite effect. The approach in AB 122 may be especially concerning for children, who may not know how to judge vehicle speeds or exercise the necessary caution to yield to traffic when appropriate.

Fatalities and serious injuries have been on the rise on the state's roads since 2010. The Statewide Integrated Traffic Records System shows that, since 2015, there were 3,059 crashes involving bicycles at an intersection in which the primary collision factor was failure to stop at a stop sign. The data indicates bicyclists were determined to be at fault for 88 percent of the collisions resulting in fatalities and 63 percent of those involving injuries.

I fully support safe and equitable access to the state's transportation network for bicyclists. The California Climate Action Plan for Transportation Infrastructure describes how the state will invest in the transportation network to create safe and accessible

bicycle and pedestrian infrastructure. The Department of Transportation (Caltrans) and the California State Transportation Agency are increasing active transportation investments and will release design guidance on traffic calming measures this year to encourage more walking and biking through a safe systems approach.

AB-974 (Luz Rivas) - Equestrian safety.

This bill requires persons under the age of 18 to wear a helmet while riding an equestrian animal, and requires all persons to use reflective gear while riding after dark.

Status: Chapter 175, Statutes of 2021

AB-1147 (Friedman) - Regional transportation plan: Active Transportation Program.

This bill makes changes to required elements of Metropolitan Planning Organizations' (MPOs') Regional Transportation Plans (RTPs)/Sustainable Communities Strategies (SCSs), including authorizing MPOs to consult with local governments when land use decisions and transportation projects will interfere with the region's reaching its greenhouse gas (GHG) emissions reduction target. Requires local governments to report to MPOs on actions taken to implement the RTP/SCS. Expands the scope of an existing Air Resources Board (ARB) report on the progress of RTP/SCSs. Expands and delays the completion date of the Strategic Growth Council (SGC) report. Creates the SCS Block Grant Program to provide funding for planning and projects to reduce vehicle miles traveled (VMT) and GHG emissions based on 2035 target action plans, as specified. Tasks the Governor's Office of Planning and Research (OPR), and others, with creating a guidance document for 15-minute communities, as specified. Requires the California Department of Transportation (Caltrans) to submit a proposal for a pilot to construct bicycle highways.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 1147 without my signature.

This bill adds new and modified reporting at the local and regional levels on compatibility of land use and transportation planning with greenhouse gas reduction goals and a proposal for a pilot program to create a network of bicycle highways.

Although the bill seeks to improve transparency to the Sustainable Community

Strategies process, it does not require or incentivize regional and local governments to make land use decisions that change development and transportation patterns.

While I share the author's goal to align policies and promote the use of active transportation modes such as walking and biking, the bill is not necessary because state agencies are already collaborating on these policies and updating local requirements.

I proposed \$7.6 billion to make key investments in a wide variety of critically necessary projects including high speed rail, transit connectivity projects in advance of the 2028 Los Angeles Olympics, active transportation, and a variety of other rail system improvements. Not only will these projects improve safety and access for bicyclists and pedestrians, they will significantly reduce greenhouse gas emissions and are key to meeting our state's climate objectives. I look forward to re-engaging with the Legislature to finalize and pass a comprehensive transportation package early next year.

AB-1238 (Ting) - Pedestrian access.

This bill repeals provisions of law prohibiting pedestrians from entering a roadway and specifies that pedestrians shall not be subject to a fine or criminal penalty for crossing or entering a roadway when no cars are present.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 1238 without my signature.

This bill would authorize jaywalking and prohibit any related fines or criminal penalties for pedestrians entering a roadway when no cars are present, until January 1, 2029.

I want to thank the author for bringing this important issue forward. Unequal enforcement of jaywalking laws and the use of minor offenses like it as a pretext to stop people of color, especially in under-resourced communities, is unacceptable and must be addressed. While I am committed to tackling this issue as part of our continued work to reduce excessive use of force and bias, I cannot support this bill in its current form.

California has the highest total number of pedestrian fatalities in the nation and ranks 8th for pedestrian fatality rate per 100,000 in population. According to data collected in the Statewide Integrated Traffic Records System, there has been an average of 3,500

traffic fatalities per year over the past five years and approximately 30 percent of those were pedestrian fatalities. During that time period, 63 percent of the crashes resulting in pedestrian fatalities were the result of pedestrians taking actions against traffic controls or safety laws. 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.

[AB-1713 \(Boerner Horvath\) - Vehicles: required stops: bicycles.](#)

This bill permits a person, 18 years of age or older, to treat stop signs as yield signs when riding a bicycle under certain conditions.

Status: Died – Senate Floor

[AB-1909 \(Friedman\) - Vehicles: bicycle omnibus bill.](#)

This bill changes, comprehensively, rules of the road and restrictions on bicycle operations.

Status: Chapter 343, Statutes of 2022

[AB-1946 \(Boerner Horvath\) - Electric bicycles: safety and training program.](#)

This bill directs the California Highway Patrol (CHP), in collaboration with relevant stakeholders, to develop, by September 1, 2023, statewide safety and training programs for users of electric bicycles (ebikes) and post the safety and training programs on their internet website by September 1, 2023.

Status: Chapter 147, Statutes of 2022

[AB-2264 \(Bloom\) - Pedestrian crossing signals.](#)

This bill requires installation and maintenance of traffic-actuated signals with leading pedestrian intervals (LPI).

Status: Chapter 496, Statutes of 2022

[AB-2432 \(Muratsuchi\) - Neighborhood electric vehicles: County of Los Angeles: South Bay cities area.](#)

This bill authorizes the County of Los Angeles (LA County) to establish a neighborhood electric vehicle (NEV) transportation plan.

Status: Chapter 158, Statutes of 2022

Air Quality, Greenhouse Gas Emissions, and Fuels

[SB-227 \(Jones\) - Off-highway vehicles.](#)

This bill makes various changes to the identification and operation of certain off-highway vehicles (OHV), as specified.

Status: Held in Committee – Assembly Appropriations

[SB-372 \(Leyva\) - Medium- and heavy-duty fleet purchasing assistance program: zero-emission vehicles.](#)

This bill establishes the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program within the California Air Resources Board's (CARB) Air Quality Improvement Program (AQIP) to make financing tools and nonfinancial supports available to the operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles; requires CARB to designate the California Pollution Control Financing Authority (CPCFA) as the agency responsible for administering the program.

Status: Chapter 639, Statutes of 2021

[SB-437 \(Wieckowski\) - Local publicly owned electric utilities: integrated resource planning: transportation electrification.](#)

This bill requires each large publicly owned electric utility (POU) to provide details of its electric service rate design to support transportation electrification.

Status: Chapter 138, Statutes of 2021

SB-500 (Min) - Autonomous vehicles: zero emissions.

Commencing January 1, 2030, to the extent authorized by federal law, any autonomous vehicle of model year of 2031 or later and a gross vehicle weight rating of less than 8,501 pounds shall only be operated if it is a zero-emission vehicle.

Status: Chapter 277, Statutes of 2021

SB-542 (Limón) - Vehicle license fees for zero-emission vehicles: sales and use taxes on medium- or heavy-duty zero-emission trucks.

This bill reduces the vehicle license fee and state sales tax on new medium- and heavy-duty trucks zero-emission trucks to the level that would be imposed on an equivalent new diesel or gasoline truck.

Status: Held in Committee - Assembly Appropriations

SB-551 (Stern) - California Electric Vehicle Authority.

This bill establishes the California Electric Vehicle Authority (EVA), within the office of the Governor, to coordinate activities among state agencies advancing electric vehicle (EV) and zero-emission charging infrastructure deployment as well as ensuring related equity, workforce and economic development, and other needs are addressed to grow and support the sector statewide, as specified.

Status: Held in Committee – Assembly Appropriations

SB-589 (Hueso) - Air pollution: alternative vehicles and vehicle infrastructure.

This bill expands the types of projects eligible for funding from the Alternative and Renewable Fuel and Vehicle Technology Program (now known as the Clean Transportation Program, or CTP) to include projects that develop in-state supply chains and the workforce for raw materials and components needed for zero-emission vehicle (ZEV) manufacturing. This bill expands the groups the California Energy Commission (CEC) must consult as part of CTP workforce development efforts to include the California Conservation Corps and California Community Colleges. This bill also incorporates workforce development as a resource the CEC must evaluate part of its regular assessment of resources needed to meet state ZEV deployment goals.

Status: Chapter 732, Statutes of 2021

SB-643 (Archuleta) - Fuel cell electric vehicle fueling infrastructure and fuel production: working group: statewide assessment.

This bill requires the California Air Resources Board (ARB) to create a working group to prepare a statewide assessment of the fuel cell electric vehicle (FCEV) fueling infrastructure and fuel production needed to support the adoption of zero-emission trucks, buses, and off-road vehicles.

Status: Chapter 646, Statutes of 2021

SB-662 (Archuleta) - Energy: transportation sector: hydrogen.

This bill would require the California Public Utilities Commission (CPUC), in collaboration with the California Air Resources Board (CARB) and the California Energy Commission (CEC), to initiate a proceeding to authorize gas corporations to file applications for investments in programs to accelerate zero-emission vehicle transportation, provided those programs do not result in cost shifts in customer rates nor result in a net increase in energy sector emissions.

Status: Died – Senate Appropriations

SB-726 (Gonzalez) - Alternative fuel and vehicle technologies: Sustainable Transportation Strategy.

This bill revises the California Energy Commission's (CEC) Alternative and Renewable Fuel and Vehicle Technology Program and requires the development of a sustainable transportation strategy by the CEC and the California Air Resources Board (ARB).

Status: Died – Assembly Floor

SB-1015 (Hueso) - State Energy Resources Conservation and Development Commission: electric vehicle charging infrastructure: ports.

This bill requires the California Energy Commission (CEC) to allocate federal monies and funds from the Clean Transportation Program (CTP) to fund electric vehicle (EV) infrastructure at ports. This bill also requires the CEC to incorporate communities impacted by port operations into assessments about EV infrastructure needs.

Status: Held in Committee – Senate Appropriations

SB-1049 (Dodd) - Transportation Resilience Program.

This bill establishes a program for planning and projects to make California's transportation more resilient to the impacts of climate change.

Status: Held in Committee - Assembly Transportation

[SB-1226 \(Durazo\) - Joint powers agreements: zero-emission transportation systems or facilities.](#)

This bill authorizes a private, non-profit corporation that provides services for zero-emission transportation to enter into a joint powers agreement JPA with a public agency to facilitate the development, construction, and operation of zero-emission transportation systems or facilities.

Status: Chapter 423, Statutes of 2022

[SB-1230 \(Limón\) - Zero-emission and near-zero emission vehicle incentive programs: requirements.](#)

This bill makes specified changes to the Clean Cars 4 All Program to expand the pool of eligible applicants. It also applies new, uniform requirements to clean vehicle incentive programs in the state, as specified.

Status: Chapter 371, Statutes of 2022

[SB-1251 \(Gonzalez\) - Office of the Zero-Emission Vehicle Equity Advocate.](#)

This bill establishes the Office of the Zero-Emission Vehicle Equity Advocate to steer the development of a shared, cross-agency definition of equity, set an equity agenda for the deployment of zero-emission vehicles, the supporting infrastructure, and workforce development, and publish progress updates, as specified.

Status: Chapter 372, Statutes of 2022

[SB-1291 \(Archuleta\) - Hydrogen-fueling stations: administrative approval.](#)

This bill requires administrative review of applications for hydrogen-fueling stations and allows for denials based only on health or safety impacts.

Status: Chapter 373, Statutes of 2022

[SB-1329 \(Newman\) - Publicly available hydrogen-fueling stations.](#)

This bill requires the California Energy Commission (CEC) to allocate funding from the Clean Transportation Program (CTP) to help build a statewide publicly available hydrogen fueling station network based on the California Air Resources Board's (ARB) estimation of need.

Status: Held in Committee – Assembly Appropriations

[SB-1482 \(Allen\) - Building standards: electric vehicle charging infrastructure.](#)

This bill requires the California Building Standards Commission (CBSC) to adopt building standards for multifamily dwellings which require at least one 208/240 volt circuit for each dwelling with access to a parking space.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 1482 without my signature.

This bill requires the Department of Housing and Community Development to research, develop, and consider proposing for adoption mandatory building standards for the installation of electric charging infrastructure for parking spaces in new, multifamily dwellings.

I agree with the author's intent to increase access to EV charging technology for Californians living in multifamily housing, which is necessary to increase the number of zero emission vehicles on the road. However, I believe this issue is best addressed administratively in order to balance our charging objectives with our efforts to expand affordable housing.

The Department of Housing and Community Development is already working with numerous stakeholders and state agencies in a deliberative public process to aggressively expand mandatory EV charging requirements in new housing developments. This approach allows for other important considerations, such as the cost of affordable housing and feasibility of implementation.

[AB-117 \(Boerner Horvath\) - Air Quality Improvement Program: electric bicycles.](#)

This bill adds incentives for purchasing e-bikes as a project eligible for funding under the Air Quality Improvement Program.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 117 without my signature.

This bill codifies the Electric Bicycle Incentive Project (Project) to provide incentives to income-eligible individuals for the purchase of electric bicycles at participating retailers.

I support the author's intent and goals of this program, which is why the 2021-22 Budget Act included \$10 million in one-time funding for this Project. However, there is no ongoing source of funding for this Project.

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. We must prioritize existing obligations and priorities, including education, health care, public safety, and safety-net programs.

The Legislature sent measures with potential costs of well over \$20 billion in one-time spending commitments and more than \$10 billion in ongoing commitments not accounted for in the state budget. Bills with significant fiscal impact, such as this measure, should be considered and accounted for as part of the annual budget process.

[AB-363 \(Medina\) - Carl Moyer Memorial Air Quality Standards Attainment Program.](#)

This bill requires the California Air Resources Board (ARB) to, upon an appropriation by the Legislature, develop project grant criteria and guidelines for a new On-Road Heavy-Duty Vehicle Incentive Program (VIP2), which may include specified expansions of existing Voucher Incentive Program eligibility.

Status: Held in Committee – Senate Transportation

[AB-641 \(Holden\) - Transportation electrification: local publicly owned electric utilities.](#)

This bill requires all electric publicly owned utilities (POUs) to facilitate and ensure the availability of infrastructure for the charging of passenger electric vehicles (EVs) within its service territory.

Status: Held in Committee – Senate Appropriations

AB-794 (Carrillo) - Air pollution: purchase of new drayage and short-haul trucks: incentive programs: eligibility: labor standards.

This bill attaches labor standards to eligibility for various clean vehicle incentive programs administered by the California Air Resources Board (ARB) for fleet purchasing in port drayage and short-haul trucking service.

Status: Chapter 748, Statutes of 2021

AB-992 (Cooley) - California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.

This bill would specify that peer-to-peer truck sharing platform demonstration is eligible for funding under the program.

Status: Chapter 624, Statutes of 2021

AB-1389 (Reyes) - Alternative and Renewable Fuel and Vehicle Technology Program.

This bill would expand the list of criteria that a project is required to meet in order to be given preference for funding by the commission to include that the project is in a nonattainment area, as specified, and that the project advances the comprehensive strategy for vehicles, as provided.

Status: Chapter 339, Statutes of 2022

AB-1524 (O'Donnell) - State Air Resources Board: zero-emission drayage trucks: Project 800 initiative.

This bill directs the California Air Resources Board (ARB) to extend the Project 800 initiative to provide continued financial incentives to support the ordering of an additional 1,000 to 1,600 zero-emission drayage trucks in 2022.

Status: Held in Committee— Senate Appropriations

AB-1778 (Cristina Garcia) - State transportation funding: freeway projects: poverty and pollution: Department of Transportation.

This bill prohibits the California Department of Transportation (Caltrans) from using any state funds or personnel time for specified transportation projects if any census tract within or bordering upon the project footprint has a percentile score that falls within the zero to 40th percentile score on specified indicators of the California Healthy Places Index.

Status: Failed Passage in Senate Transportation Committee

[AB-2061 \(Ting\) - Transportation electrification: electric vehicle charging infrastructure.](#)

This bill requires entities receiving state or ratepayer funding for electric vehicle (EV) infrastructure to report specified information about that infrastructure's uptime to the California Energy Commission (CEC) and authorizes the CEC to adopt uptime requirements and incentives to encourage EV adoption.

Status: Chapter 345, Statutes of 2022

[AB-2206 \(Lee\) - Nonattainment basins: employee parking: parking cash-out program.](#)

This bill requires commercial landlords that are currently required to offer a parking cash-out program, to provide any of their tenants who are large employers with information about the cost of any parking provided as part of the lease.

Status: Chapter 866, Statutes of 2022

[AB-2350 \(Wilson\) - Vehicular air pollution: Zero-Emission Aftermarket Conversion Project.](#)

This bill requires the California Air Resources Board (CARB) to establish the Zero-Emission Aftermarket Conversion Project (ZACP), using funding from the Clean Vehicle Rebate Project (CVRP) to provide an applicant with a rebate for converting a vehicle into a zero-emission vehicle (ZEV).

Status: Held in Committee - Senate Appropriations

[AB-2358 \(O'Donnell\) - Alternative vehicle and vessel technologies: funding programs: commercial harbor craft.](#)

This bill adds commercial harbor craft to the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.

Status: Held in Committee – Senate Transportation

[AB-2438 \(Friedman\) - Transportation funding: guidelines and plans.](#)

This bill requires various state transportation programs to incorporate strategies from the Climate Action Plan for Transportation Infrastructure (CAPTI) into program

guidelines. Also requires various state agencies to establish new transparency and accountability guidelines for certain transportation funding programs, as specified.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 2438 without my signature.

This bill requires the alignment of certain transportation funding programs with the Climate Action Plan for Transportation Infrastructure (CAPTI) adopted in July 2021, and requires additional public transparency procedures in the project selection process for various transportation programs.

While I share the goal of addressing the impacts of the transportation sector on climate change, this bill is unnecessary. Work is well under way at the California State Transportation Agency (CalSTA), the California Department of Transportation (Caltrans) and the California Transportation Commission to align funding programs in the bill with CAPTI, with several actions already completed.

CalSTA is committed to reviewing outcomes and integrating public feedback in future years to make modifications to CAPTI, as necessary, to meet the needs of the statewide transportation system. Linking these programs in statute to a specific iteration of this plan inhibits the state's ability to appropriately respond to the evolution of the state's response to climate change.

A draft Annual Report on CAPTI Implementation Progress will be released in October of this year, outlining the progress made on CAPTI implementation since its adoption last July. My Administration will continue collaborating with transportation stakeholders to increase program funding accountability and transparency as well as enhance financial planning for climate change impacts to transportation infrastructure.

[AB-2462 \(Valladares\) - Neighborhood electric vehicles: County of Los Angeles: Westside Planned Communities.](#)

This bill authorizes the County of Los Angeles (LA County) to establish a neighborhood electric vehicle (NEV) transportation plan for the Westside Planned Communities.

Status: Held in Committee – Senate Transportation

AB-2703 (Muratsuchi) - Electric vehicle charging stations: reliability standards: low-income and disadvantaged community financial assistance.

This bill requires the California Energy Commission (CEC) to develop a program to provide financial assistance for electric vehicle (EV) charging to low-income drivers and al to establish reliability standards for EV chargers that receive state funds.

Status: Held in Committee – Senate Appropriations

AB-2807 (Mia Bonta) - Transportation funding programs: eligibility: public transportation ferries.

This bill explicitly authorizes public transportation ferries to compete for funding from several programs that support the deployment of zero- and near-zero emission technologies.

Status: Held in Committee – Senate Appropriations

AB-2836 (Eduardo Garcia) - Carl Moyer Memorial Air Quality Standards Attainment Program: vehicle registration fees: California tire fee.

This bill extends the various fees that support the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program) for ten years, until January 1, 2034.

Status: Chapter 355, Statutes of 2022

Autonomous Vehicles

SB-66 (Allen) - California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.

This bill would require the Secretary of the California State Transportation Agency (CalSTA) to establish an advisory committee—the California Council on the Future of Transportation—to provide the Governor and Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles (AVs) are deployed, they enhance the state’s efforts to increase road and transit safety, promote equity, and meet public health and environmental objectives.

Status: Held in Committee – Assembly Appropriations

[SB-1398 \(Gonzalez\) - Vehicles: consumer notices.](#)

This bill requires certain disclosures by manufacturers and dealers of new vehicles regarding the capabilities of semiautonomous driver assistance features and prohibits the misleading marketing of such features.

Status: Chapter 308, Statutes of 2022

Contracting and Procurement

[SB-333 \(Eggman\) - San Joaquin Regional Transit District: procurement.](#)

This bill makes changes to the contracting requirements for the San Joaquin Regional Transit District (RTD).

Status: Chapter 217, Statutes of 2021

[SB-674 \(Durazo\) - Public Contracts: workforce development: transportation-related contracts.](#)

This bill creates the California Jobs Plan (CAJP) Act of 2021, which requires private entities bidding on covered transportation-related contracts over \$10 million, excluding contracts for road, bridge, or highway construction, to include as part of their application a CAJP form stating information about jobs created and retained, and specifies that the CAJP is scored as part of the overall application and included in the awarded contract as a material term.

Status: Chapter 875, Statutes of 2022

[AB-349 \(Holden\) - Small businesses: contracting: outreach: underrepresented groups.](#)

This bill requires state agencies to publish and make widely available information regarding public notice of contracts and procurement in order to facilitate the participation of small businesses.

Status: Held in Committee – Senate Appropriations

[AB-811 \(Luz Rivas\) - Los Angeles County Metropolitan Transportation Authority: contracting.](#)

This bill eliminates a required finding that the Los Angeles County Metropolitan Transportation Authority (LA Metro) must make before entering into specified contracts.

Status: Chapter 414, Statutes of 2021

[AB-1035 \(Salas\) - Department of Transportation and local agencies: streets and highways: recycled materials.](#)

This bill requires local governments to adopt specified Caltrans recycled material standards unless certain criteria are met.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To Members of the California State Assembly:

I am returning Assembly Bill 1035 without my signature.

This bill requires local agencies to apply the Department of Transportation's (Caltrans) most recent standards for the use of recycled materials in pavement between January 1, 2023 and January 1, 2026.

Requiring all local agencies that have jurisdiction over streets and highways to comply with Caltrans' recycling standards may result in increased costs. The standards adopted by Caltrans are specifically designed for Caltrans projects, which are generally larger and address a greater volume of traffic than some local projects. These requirements may not be appropriate for all local streets and roads. Further, this bill may create a reimbursable state mandate, which could result in significant state costs.

[AB-1499 \(Daly\) - Transportation: design-build: highways.](#)

This bill extends the sunset date from January 1, 2024 to January 1, 2034 for California Department of Transportation (Caltrans) and regional transportation agencies (RTPAs) to use the design-build procurement method for transportation projects in California.

Status: Chapter 212, Statutes of 2021

[AB-1833 \(Ward\) - San Diego Metropolitan Transit Development Board: North County Transit District: consolidated agency: public contracting.](#)

This bill changes various bidding thresholds for the San Diego Metropolitan Transit System (MTS), the North County Transit District (NCTD), and the San Diego Association of Governments (SANDAG).

Status: Chapter 110, Statutes of 2022

[AB-1983 \(Fong\) - Department of General Services: best value procurement: vehicles and equipment.](#)

This bill would reenact the best value procurement provisions for heavy mobile fleet vehicles and special equipment, to be operative indefinitely. The bill would omit the \$50,000,000 annual cap and the requirement for a prescribed evaluation as included in former law.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 1983 without my signature.

This bill renews the use of the best value procurement method to purchase and equip heavy mobile fleet vehicles and special equipment for use by the Department of Transportation.

I share the author's intent and am supportive of efforts to save taxpayer dollars in the government contracting process. However, this bill is not necessary. A provision contained in a 2022-23 budget trailer bill, Assembly Bill 157, provides for the renewal of the same procurement method proposed by the author.

[AB-2039 \(Luz Rivas\) - Los Angeles County Metropolitan Transportation Authority: job order contracting: pilot program.](#)

This bill authorizes the Los Angeles County Metropolitan Transportation Authority (LA Metro) to enter into job order contracts (JOCs).

Status: Held in Committee – Senate Transportation

[AB-2271 \(Gipson\) - Los Angeles County Metropolitan Transportation Authority: contracting: local businesses.](#)

This bill expands the Los Angeles County Metropolitan Transportation Authority's (LA Metro)'s ability to facilitate bid preferences to small business enterprises (SBEs), local small business enterprise (LSBEs), and medium business enterprises (MBEs).

Status: Chapter 460, Statutes of 2022

[AB-2763 \(Kalra\) - Santa Clara Valley Transportation Authority: job order contracting.](#)

This bill authorizes the Santa Clara Valley Transportation Authority (VTA) to enter into job order contracts (JOCs).

Status: Chapter 803, Statutes of 2022

[AB-2953 \(Salas\) - Department of Transportation and local agencies: streets and highways: recycled materials.](#)

This bill requires local governments above a specified size to adopt specified California Department of Transportation (Caltrans) recycled material standards unless certain criteria are met.

Status: Chapter 872, Statutes of 2022

Department of Motor Vehicles

[SB-583 \(Newman\) - Elections: Voter registration: California New Motor Voter Program.](#)

This bill amends the California New Motor Voter Program (CNMVP) to require the Department of Motor Vehicles (DMV) to, when a person provides proof they are eligible to vote, transmit information to the Secretary of State for purposes of voter registration.

Status: Held in Committee – Assembly Elections

[SB-629 \(Roth\) - Identification cards.](#)

This bill expands the eligibility criteria for a state prison inmate to be issued a state identification (ID) card upon release.

Status: Chapter 645, Statutes of 2021

[SB-837 \(Umberg\) - Driver's licenses: veteran designation.](#)

This bill repeals the \$5 fee a veteran is required to pay in order to have the word "VETERAN" printed on their driver's license or identification card as per existing law.

Status: Chapter 383, Statutes of 2022

[SB-1193 \(Newman\) - Department of Motor Vehicles: electronic notifications and transactions.](#)

This bill allows for Department of Motor Vehicles (DMV) customers to opt in to receiving select DMV notices electronically.

Status: Chapter 838, Statutes of 2022

[SB-1233 \(Gonzalez\) - Department of Motor Vehicles: unserved or underserved populations: report.](#)

This bill requires the Department of Motor Vehicles (DMV) to submit a report to the Legislature identifying unserved and underserved populations that receive services from the DMV and requires the DMV to develop strategies for improving service delivery and requires the DMV to implement those strategies.

Status: Vetoed

[Governor's Veto Message:](#)

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 1233 without my signature.

This bill would require the Department of Motor Vehicles (DMV) to submit a report to the Legislature by January 1, 2024, identifying unserved and underserved populations that receive services from the department at lower-than-average rates, develop strategies for improving service delivery to underserved communities, and require the department to implement those strategies. The bill requires a second report to be submitted to the Legislature by January 1, 2026, on the department's outreach efforts for the unserved or underserved populations.

While it is critical to remove barriers for individuals accessing government services, including those whose primary language is not English or are unhoused, I am not persuaded the reports required by this bill would provide actionable information.

The DMV provides robust language services including driving exams in 36 languages, driver license applications in 10 languages, as well as free translation services in field offices by appointment. The DMV also conducts robust statewide outreach, and I've directed them to continue their engagement with diverse community partners to ensure continued reach of services across California.

I recently announced the Mobile Homeless Connect pilot, which brings state and local services directly to individuals experiencing homelessness where they are, instead of

requiring people to travel to a patchwork of government offices where services are usually available. Driver license and ID card services from the DMV are among the many services offered.

I look forward to continued partnership with the author to strengthen how the state provides essential services to all Californians.

SB-1398 (Gonzalez) - Vehicles: consumer notices.

This bill requires certain disclosures by manufacturers and dealers of new vehicles regarding the capabilities of semiautonomous driver assistance features and prohibits the misleading marketing of such features.

Status: Chapter 308, Statutes of 2022

AB-660 (Cooper) - Department of Motor Vehicles: records: pull-notice system.

This bill requires a delivery network company to enroll in the Department of Motor Vehicles (DMV) Employer Pull Notice program (EPN) and requires any company that contracts with any person who is not an employee to drive a vehicle operated for compensation for fulfillment of any delivery to participate in the EPN.

Status: Held in Committee – Senate Transportation

AB-796 (Berman) - Voter registration: California New Motor Voter Program.

This bill codifies voter registration information transmittal requirements in the federal National Vote Registration Act (NVRA) of 1993, as specified. This bill also codifies into state law various provisions from a legal settlement regarding the transmission of voter registration information, as specified, and requires the Secretary of State (SOS) to establish a taskforce to evaluate the California New Motor Voter Program (CNMVP), as specified.

Status: Chapter 314, Statutes of 2021

AB-1800 (Low) - Driver's licenses: bone marrow and blood stem cell registry.

This bill requires the Department of Motor Vehicles (DMV) to ask on the driver's license (DL) form whether an applicant wishes to register to be a bone marrow donor and authorizes DMV to share an applicant's contact information with the National Marrow Donor Program.

Status: Chapter 952, Statutes of 2022

[AB-2071 \(Patterson\) - Vehicles: distracted driving awareness grant.](#)

This bill requires the Office of Traffic Safety to administer a grant program to combat distracted driving, upon appropriation by the Legislature.

Status: Held in Committee – Senate Appropriations

[AB-2509 \(Fong\) - Vehicles: registration fees: exemptions.](#)

This bill exempts Purple Heart recipients and their surviving spouse from various vehicle fees.

Status: Chapter 382, Statutes of 2022

[AB-2537 \(Gipson\) - Vehicles: driver education.](#)

This bill requires the Department of Justice (DOJ), in conjunction with the Department of Motor Vehicles (DMV) and the Commission on Peace Officer Standards and Training (POST), to develop and create a video demonstrating the proper conduct by a peace officer and an individual during a traffic stop.

Status: Chapter 332, Statutes of 2022

[AB-2746 \(Friedman\) - Driving privilege: suspension.](#)

This bill lowers the penalties for driving without a license and removes the ability for a court to suspend a person's driver's license for failure to appear.

Status: Chapter 800, Statutes of 2022

Driver Licensing

[SB-486 \(Melendez\) - Driver's licenses: renewal.](#)

This bill extends the period of time before a driver's license expires from five years to eight years for persons between the ages of 25 and 70.

Status: Died in Senate Transportation Committee

[SB-837 \(Umberg\) - Driver's licenses: veteran designation.](#)

This bill repeals the \$5 fee a veteran is required to pay in order to have the word "VETERAN" printed on their driver's license or identification card as per existing law.

Status: Chapter 383, Statutes of 2022

[AB-723 \(Low\) - Foreign driver's licenses.](#)

This bill allows the Department of Motor Vehicles (DMV) to waive the behind-the-wheel driving examination for a person with a driver's license from a foreign nation when applying for a California driver's license if specific conditions are met.

Status: Held in Committee – Assembly Appropriations

[AB-1374 \(Mullin\) - Driver's licenses: organ donation.](#)

This bill requires the language on a driver's license or identification card (ID) application regarding enrollment in the Donate Life California Organ and Tissue Donor Registry to reflect mutually agreed upon language between the Department of Motor Vehicles (DMV) and Donate Life California.

Status: Chapter 211, Statutes of 2021

[AB-1766 \(Stone\) - Department of Motor Vehicles: identification cards](#)

This bill requires the Department of Motor Vehicles (DMV) to issue restricted California identification cards to an undocumented immigrant, if the person is eligible for a California identification card in all other respects.

Status: Chapter 482, Statutes of 2022

[AB-1800 \(Low\) - Driver's licenses: bone marrow and blood stem cell registry.](#)

This bill requires the Department of Motor Vehicles (DMV) to ask on the driver's license (DL) form whether an applicant wishes to register to be a bone marrow donor and authorizes DMV to share an applicant's contact information with the National Marrow Donor Program.

Status: Chapter 952, Statutes of 2022

[AB-2125 \(Fong\) - Driver's licenses: motorcycle licensing pilot program.](#)

This bill requires the Department of Motor Vehicles (DMV) to establish a two-year pilot program to evaluate the use of Motorcycle Safety Program Service Providers to administer the driving exam to obtain a motorcycle and motor-driven cycles (M1) license.

Status: Held in Committee – Senate Appropriations

[AB-2510 \(Wilson\) - Vehicles: driver's licenses.](#)

This bill waives the driver's license renewal fee for a person experiencing homelessness.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 2510 without my signature.

Beginning January 1, 2027, this bill requires the Department of Motor Vehicles (DMV) to provide driver licenses (DLs) free-of-charge to individuals who are homeless.

DMV already provides identification cards free of charge to homeless individuals. While I applaud the author's efforts to provide financial relief for a segment of the homeless population, there may be more efficient ways of assisting people experiencing homelessness who need to drive without statutorily establishing a new driver license fee waiver program - currently \$39 every four years - for a certain population.

For example, local governments could utilize funding from discretionary programs such as Homeless Housing Assistance & Prevention (HHAP) - through which local governments will receive \$1 billion this year - to provide direct grants to individuals experiencing homelessness, leveraged alongside other homeless prevention and response programs that cities and counties have deployed.

In recent years, we have made record investments in the budget to produce affordable housing and address homelessness, but it is still not enough to make the progress we all wish to see. I remain committed to continuing the state's leadership to address this critically important issue and I look forward to the Legislature's proposals in the budget next year demonstrating this shared commitment.

Excess Property

[SB-51 \(Durazo\) - Surplus residential property: sale procedures: City of Los Angeles.](#)

This bill makes changes to the Roberti Act to encourage the sale of homes owned by Department of Transportation (Caltrans) for low- and moderate-income housing in the City of Los Angeles and makes changes to the Surplus Land Act.

Status: Chapter 130, Statutes of 2021

[SB-381 \(Portantino\) - Surplus residential property: priorities and procedures: City of South Pasadena.](#)

This bill makes changes to the Roberti Act to encourage the sale of homes owned by Caltrans for low- and moderate-income housing in the State Route 710 corridor in South Pasadena.

Status: Chapter 362, Statutes of 2021

[SB-512 \(Atkins\) - State highways: relinquishment: Routes 75 and 282.](#)

This bill authorizes the California Transportation Commission (CTC) to relinquish to the City of Coronado the portion of State Route (SR) 75 within its city limits and the entirety of SR 282.

Status: Chapter 574, Statutes of 2021

[SB-959 \(Portantino\) - Surplus residential property: City of South Pasadena.](#)

This bill makes transit-oriented development and active transportation infrastructure eligible uses of funds deposited into the State Route (SR) 710 Rehabilitation Account from proceeds from the sale of surplus residential property from the Department of Transportation (Caltrans) to a new owner.

Status: Chapter 668, Statutes of 2022

[AB-512 \(Holden\) - State highways: relinquishment: infrastructural barriers.](#)

This bill authorizes the California Transportation Commission to relinquish a portion of a state highway that contains an infrastructural barrier, as defined, to a city or county under specified conditions.

Status: Chapter 940, Statutes of 2022

[AB-744 \(Rodriguez\) - State highways: State Route 83: reduction.](#)

This bill would authorize the commission to relinquish to the City of Ontario all or a portion of State Route 83 within the city's jurisdiction and prescribe conditions that apply upon relinquishment.

Status: Chapter 198, Statutes of 2021

[AB-950 \(Ward\) - Department of Transportation: sales of excess real property: affordable housing, emergency shelters, and feeding programs.](#)

This bill authorizes the Caltrans to sell excess real property to the city or county, where the real property is located, for development of affordable housing.

Status: Held in Committee – Senate Appropriations

[AB-2254 \(Muratsuchi\) - State highways: Route 107: relinquishment.](#)

This bill would authorize the California Transportation Commission to relinquish to the City of Redondo Beach the portion of State Route 107 within the city limits and prescribe conditions that apply upon relinquishment.

Status: Chapter 281, Statutes of 2022

High-Speed Rail

[SB-527 \(Melendez\) - Greenhouse Gas Reduction Fund: high-speed rail: Salton Sea restoration.](#)

This bill would eliminate the continuous appropriation of 25% of the annual proceeds of Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2022. The bill, beginning with the 2022–23 fiscal year, would annually transfer 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Salton Sea Restoration Fund.

Status: Died in Senate Environmental Quality Committee

Land Use

[SB-1291 \(Archuleta\) - Hydrogen-fueling stations: administrative approval.](#)

This bill requires administrative review of applications for hydrogen-fueling stations and allows for denials based only on health or safety impacts.

Status: Chapter 373, Statutes of 2022

Local Finance and Infrastructure

[SB-415 \(Melendez\) - Transportation funds: county apportionments: county maintained roads.](#)

This bill would require a county that forms a community services district to maintain public roads within the district to report the mileage of the roads maintained by the district to the Department of Transportation as maintained county highways.

Status: Died in Senate Transportation Committee

[AB-2453 \(Bennett\) - Transactions and use taxes: Ventura County Transportation Commission.](#)

This bill authorizes the Ventura County Transportation Commission to impose a transactions and use tax (TUT) for countywide transportation programs at a rate of no more than 0.5% that would, in combination with other TUTs, exceed the combined rate limit of 2%.

Status: Chapter 286, Statutes of 2022

Miscellaneous

[SB-79 \(Nielsen\) - County road commissioner: County of Colusa.](#)

This bill authorizes the Board of Supervisors of the County of Colusa to abolish the county road commissioner if the county transfers the duties of the road commissioner to the county director of the department of public works.

Status: Chapter 33, Statutes of 2021

SB-231 (McGuire) - Department of Transportation: transfer of property: Blues Beach property.

This bill authorizes the California Department of Transportation (Caltrans) to transfer the Blues Beach property in Mendocino County to a qualified non-profit corporation organized by one or more California Native American Tribes for the purposes of environmental protection, including the protection of Native American cultural resources.

Status: Chapter 289, Statutes of 2021

SB-366 (Umberg) - Automobile dismantling: task force.

This bill reconstitutes the Vehicle Dismantling Industry Strike Team (VDIST) and implements several of the recommendations from the VDIST's 2020 report to the Legislature.

Status: Chapter 601, Statutes of 2021

SB-790 (Stern) - Wildlife connectivity mitigation credits: Advance Mitigation Program.

This bill authorizes the Department of Fish and Wildlife (DFW) to give the Department of Transportation (Caltrans) credit for wildlife crossing projects, as specified, and to develop an in-lieu fee program for the purposes of wildlife connectivity mitigation crediting. It would also authorize Caltrans Advanced Mitigation Account dollars to be spent to modify or remove wildlife connectivity barrier.

Status: Chapter 738, Statutes of 2021

SB-1111 (Archuleta) - Trash receptacles and storage containers: reflective markings.

This bill requires reflective markings to be placed on specified trash receptacles and storage containers.

Status: Chapter 244, Statutes of 2022

SB-1181 (Hueso) - Used tires: sale and export.

This bill requires the Department of Resources Recycling and Recovery (CalRecycle) to strengthen the California tire tracking system to quantify more precisely the number of used tires flowing from or through California and requires CalRecycle to work with United States Customs and Border Protection to obtain detailed data on California used tire exports.

Status: Chapter 542, Statutes of 2022

[SB-1226 \(Durazo\) - Joint powers agreements: zero-emission transportation systems or facilities.](#)

This bill authorizes a private, non-profit corporation that provides services for zero-emission transportation to enter into a joint powers agreement JPA with a public agency to facilitate the development, construction, and operation of zero-emission transportation systems or facilities.

Status: Chapter 423, Statutes of 2022

[SB-1251 \(Gonzalez\) - Office of the Zero-Emission Vehicle Equity Advocate.](#)

This bill establishes the Office of the Zero-Emission Vehicle Equity Advocate to steer the development of a shared, cross-agency definition of equity, set an equity agenda for the deployment of zero-emission vehicles, the supporting infrastructure, and workforce development, and publish progress updates, as specified.

Status: Chapter 372, Statutes of 2022

[AB-41 \(Wood\) - Broadband infrastructure deployment.](#)

This bill requires the California Public Utilities Commission (CPUC) to maintain and update a statewide map showing the accessibility of broadband service including the percentage of each census block that has broadband service meeting federal and state standards and requires Caltrans to install broadband conduit, as specified.

Status: Chapter 659, Statutes of 2021

[AB-1037 \(Grayson\) - Infrastructure construction: digital construction management technologies.](#)

This bill requires the Department of Transportation (Caltrans) to develop an implementation plan for the use and integration of digital construction management technologies, as defined, for use on transportation infrastructure projects.

Status: Chapter 493, Statutes of 2022

[AB-2358 \(O'Donnell\) - Alternative vehicle and vessel technologies: funding programs: commercial harbor craft.](#)

This bill adds commercial harbor craft to the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.

Status: Held in Committee – Senate Transportation

[AB-2415 \(Lackey\) - Vehicles: Basic Inspection of Terminals program: agricultural vehicles.](#)

This bill would extend the exemption for agricultural vehicles from the BIT program until January 1, 2026.

Status: Chapter 209, Statutes of 2022

[AB-2773 \(Holden\) - Stops: notification by peace officers.](#)

This bill requires a peace officer making a traffic or pedestrian stop to state the reason for the stop before asking investigatory questions unless the officer reasonably believes that withholding the reason for the stop is necessary to protect life or property from imminent threat. This bill also requires the Department of Motor Vehicles (DMV) to add information regarding this requirement to the DMV Driver's Handbook. Further, this bill requires local law enforcement agencies to report additional stop information to the Department of Justice (DOJ).

Status: Chapter 805, Statutes of 2022

[AB-2807 \(Mia Bonta\) - Transportation funding programs: eligibility: public transportation ferries.](#)

This bill explicitly authorizes public transportation ferries to compete for funding from several programs that support the deployment of zero- and near-zero emission technologies.

Status: Held in Committee – Senate Appropriations

Omnibus Bills

[SB-814 \(Committee on Transportation\) - Transportation: omnibus bill.](#)

This bill contains numerous non-controversial changes to transportation-related statutes.

Status: Chapter 311, Statutes of 2021

[AB-2956 \(Committee on Transportation\) - Transportation.](#)

This bill is the annual Transportation omnibus bill to make noncontroversial and minor changes to provisions of law related to transportation.

Status: Chapter 295, Statutes of 2022

Outdoor Advertising

[SB-1309 \(Durazo\) - Outdoor advertising displays: exemptions.](#)

This bill changes the current prohibition on cannabis advertising and marketing on billboards located on a highway to only prohibit a cannabis licensee from advertising or marketing on a billboard located within a 15-mile radius of the California border on an Interstate Highway or on a State Highway which crosses the California border.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 1309 without my signature.

This bill would authorize additional sports arena billboards to be constructed until January 1, 2028, if authorized by local ordinance or other discretionary approval.

While I appreciate that revenues generated by these billboards provide certain local economic benefits, this bill disregards recent correspondence from the Federal Highway Administration (FHWA), which indicates that the state's transportation funding is at risk due to federal regulations restricting the use of this kind of advertisement.

Caltrans has been officially notified that the existing arena billboards do not comply with federal law and exemptions in state law do not provide Caltrans with the ability to maintain effective control of outdoor advertising. The potential impact to California of falling out of FHWA compliance could be a reduction of over \$400 million of federal transportation funding annually.

For this reason, I am unable to sign this bill. However, I fully support modernizing federal requirements and encourage supporters of this legislation to work with my

Administration on those efforts.

AB-1302 (Quirk) - Commercial cannabis billboards: placement restrictions.

This bill changes the current prohibition on cannabis advertising and marketing on billboards located on a highway to only prohibit a cannabis licensee from advertising or marketing on a billboard located within a 15-mile radius of the California border on an Interstate Highway or on a State Highway which crosses the California border.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 1302 without my signature.

AB 1302 would allow billboard-based cannabis advertising almost anywhere along any Interstate Highway or State Highway - except for within a 15-mile radius of the California border.

When the voters passed Proposition 64, they enacted robust protections shielding youth from exposure to cannabis and cannabis advertising. Among other things, voters completely prohibited billboard-based cannabis advertising on all Interstate Highways, and on all State Highways that cross the California border. Allowing advertising on these high-traffic thoroughfares could expose young passengers to cannabis advertising.

AB 1302 would weaken the protections passed in Proposition 64. California can refine and advance its regulation of cannabis while also remaining faithful to the will of the voters, and I will continue to work with the author to strike this balance.

Ports and Goods Movement

SB-671 (Gonzalez) - Transportation: Clean Freight Corridor Efficiency Assessment.

This bill requires the California Transportation Commission (CTC), in coordination with other state agencies, to develop a Clean Freight Corridor Efficiency Assessment and incorporate the recommendations into their respective programs for freight infrastructure; and codifies existing CTC guidelines for eligible projects for the Trade Corridor Enhancement Program (TCEP).

Status: Chapter 769, Statutes of 2021

[SB-1015 \(Hueso\) - State Energy Resources Conservation and Development Commission: electric vehicle charging infrastructure: ports.](#)

This bill requires the California Energy Commission (CEC) to allocate federal monies and funds from the Clean Transportation Program (CTP) to fund electric vehicle (EV) infrastructure at ports. This bill also requires the CEC to incorporate communities impacted by port operations into assessments about EV infrastructure needs.

Status: Held in Committee – Senate Appropriations

[SB-1104 \(Gonzalez\) - Governor's Office of Business and Economic Development: Office of Freight.](#)

This bill establishes the Office of Freight (Office) within the Governor's Office of Business and Economic Development (GO-Biz) to serve as the coordinating entity to steer the growth, competitiveness, and sustainability for freight and ports across the state, as specified; requires the Office to prepare an assessment of statewide economic growth, competitiveness, prosperity, resiliency, and sustainability for the state's ports and freight sector every five years after the initial assessment. Also, requires the California State Transportation Agency (CalSTA) to incorporate the findings of the assessment into the state freight plan, as specified.

Status: Held in Committee – Assembly Appropriations

[AB-1524 \(O'Donnell\) - State Air Resources Board: zero-emission drayage trucks: Project 800 initiative.](#)

This bill directs the California Air Resources Board (ARB) to extend the Project 800 initiative to provide continued financial incentives to support the ordering of an additional 1,000 to 1,600 zero-emission drayage trucks in 2022.

Status: Held in Committee – Senate Appropriations

[AB-2057 \(Carrillo\) - Transportation Agency: goods movement data.](#)

This bill requires the California State Transportation Agency (CalSTA) to collect and consolidate data related to goods movement in the transportation supply chain from specified sources.

Status: Chapter 458, Statutes of 2022

[AB-2406 \(Aguiar-Curry\) - Intermodal marine terminals.](#)

This bill expands existing state prohibitions on the assessment of certain kinds of cargo storage charges by intermodal marine equipment providers and terminal operators by broadening the definition of prohibited charges, adding new entities on which those charges may not be levied, and adding specific conditions under which these prohibitions apply.

Status: Chapter 868, Statutes of 2022

[AJR-25 \(Nguyen\) - Regulation of vessel anchorages.](#)

This resolution requests the United States Congress and the President to take action to increase resources for the enforcement of regulating vessel anchorages to both regulate the backlog of cargo ships and prevent future oil spills related to anchor strikes.

Status: Chapter 148, Statutes of 2022

[AJR-29 \(Mathis\) - Ports: congestion relief.](#)

This resolution urges Congress to enact legislation to alleviate and remedy congestion in California's ports and to ensure that California's importing and exporting capabilities are returned to pre-pandemic levels.

Status: Chapter 168, Statutes of 2022

[AJR-30 \(Gipson\) - Freight transportation: federal funding.](#)

This resolution memorializes the California Legislature's request to Congress to pass and the President to sign legislation providing for a fair allocation of federal transportation funding for freight projects in California.

Status: Chapter 149, Statutes of 2022

Rail and Public Transportation

[SB-69 \(McGuire\) - North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marín Area Rail Transit District.](#)

This bill reorganizes the North Coast Rail Authority (NCRA) into the Great Redwood Trail Agency (GRTA), transfers its authority related to rail and freight to the Sonoma-

Marin Area Rail Transit District (SMART), and establishes GRTA's new mission of developing the Great Redwood Trail.

Status: Chapter 423, Statutes of 2021

[SB-307 \(McGuire\) - North Coast Railroad Authority: County of Humboldt: state moneys.](#)

This bill prohibits state moneys from being used to initiate or operate rail service, or for projects to rehabilitate an existing operation or facility, including a rail terminal, a railyard, a rail facility, and rail infrastructure, except as specified, on the North Coast Rail Authority's (NCRA), or Great Redwood Trail Agency's (GRTA), right-of-way north of the City of Willits. Also, prohibits state moneys from being spent on any new bulk coal terminal project within the County of Humboldt.

Status: Chapter 981, Statutes of 2022

[SB-548 \(Eggman\) - Tri-Valley-San Joaquin Valley Regional Rail Authority: transit connectivity.](#)

This bill clarifies the Tri-Valley–San Joaquin Regional Rail Authority (Authority) is a rail transit district and the project being developed by the Authority to connect the Bay Area Rapid Transit (BART) system and the Altamont Corridor Express (ACE) commuter rail service is not required to be located in the Tri-Valley region.

Status: Chapter 220, Statutes of 2021

[SB-917 \(Becker\) - Seamless Transit Transformation Act.](#)

This bill would require the Metropolitan Transportation Commission (MTC) to develop and adopt a Connected Network Plan; adopt an integrated transit fare structure; develop a comprehensive, standardized regional transit mapping and wayfinding system; and establish open data standards, as specified, for the 27 transit agencies of the Bay Area region. Requires the region's transit agencies to comply with the established programs; MTC to indicate what steps are needed to comply; and if a transit agency does not comply and does not qualify for an exemption, makes that transit agency ineligible to receive a portion of state transit funding in an amount determined by MTC.

Status: Held in Committee – Assembly Appropriations

SB-942 (Newman) - Low Carbon Transit Operations Program: free or reduced fare transit program.

This bill allows transit agencies that use Low Carbon Transit Operations Program (LCTOP) funding for a free or reduced fare transit program that demonstrated compliance with the requirements of LCTOP in the initial allocation request, including greenhouse gas (GHG) emissions reductions, to continue to use LCTOP funding to maintain the same free or reduced fare transit program on an ongoing basis, without any restriction on length of time. Requires transit agencies to submit an additional allocation request for the program after three fiscal years, as specified.

Status: Chapter 988, Statutes of 2022

SB-1161 (Min) - Transit operators: street harassment plans.

This bill requires the Mineta Transportation Institute (MTI) to develop and make available to 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.

Status: Chapter 318, Statutes of 2022

SB-1175 (McGuire) - Department of Transportation: intermodal passenger services: rail corridors.

This bill adds the Sacramento-Larkspur-Novato-Cloverdale corridor to the existing authorization for the California Department of Transportation (Caltrans) to provide intercity passenger rail service on specified corridors in the state and to contract with National Railroad Passenger Corporation (Amtrak) to provide such service.

Status: Chapter 303, Statutes of 2022

SB-1196 (Umberg) - State Transit Assistance Program: eligibility: Anaheim Transportation Network.

This bill expands the definition “State Transit Assistance (STA)-eligible operator” to include the Anaheim Transportation Network (ATN), for the purposes of receiving STA funds for public transportation purposes if ATN’s bylaws are revised to increase transparency and accountability, including to provide for the appointment of the ATN’s Board of Directors by the Anaheim City Council. Also, declares that ATN is an STA-eligible operator for the purposes of STA funding allocated according to transit operator revenues from the prior fiscal year.

Status: Held in Committee – Assembly Transportation

[SB-1488 \(Glazer\) - San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General.](#)

This bill revises the duties and responsibilities of the San Francisco Bay Area Rapid Transit District (BART) Inspector General (IG) and provides that the IG shall have the independence necessary to conduct all of its audits and investigations in conformity with specified standards. This bill clarifies the IG's access to BART facilities and employees, officers, contractors and the authority to examine records and other property, as specified.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 1488 without my signature.

This bill refines the statutory duties and responsibilities of the San Francisco Bay Area Rapid Transit District (BART) Inspector General (IG) and provides that the IG shall have the independence necessary to conduct its audits and investigation in conformity with specified standards.

While I agree with the intent of the legislation and appreciate the author's collaboration with the BART Board on many of the bill's provisions, I understand there is one unresolved issue regarding the notification of all represented employees of their right to representation.

I encourage the author to work with the IG and the BART Board to resolve this remaining issue in either a charter or future legislation.

[AB-302 \(Ward\) - San Diego Metropolitan Transit Development Board: regulation of for-hire vehicle and passenger jitney services.](#)

This bill expands the ability of the San Diego Metropolitan Transit System (MTS) to enter into contracts to license or regulate certain transportation services.

Status: Chapter 89, Statutes of 2021

[AB-784 \(Quirk\) - Alameda-Contra Costa Transit District.](#)

This bill makes numerous changes to the provisions governing the Alameda-Contra Costa Transit District (AC Transit).

Status: Chapter 200, Statutes of 2021

[AB-1196 \(Cooley\) - Sacramento Regional Transit District: board of directors: voting procedures.](#)

This bill changes the voting structure of the Sacramento Region Transit District (SacRT) Board of Directors.

Status: Chapter 272, Statutes of 2021

[AB-1337 \(Lee\) - Transportation: transit district policing responsibilities.](#)

This bill extends the authority of specified transit district entities to issue prohibition orders to include the property, facilities, and vehicles upon which it owes policing responsibilities to a local government, and expands current law to make entering or remaining on those properties without permission a misdemeanor.

Status: Chapter 534, Statutes of 2021

[AB-1680 \(Lee\) - Transportation: prohibition orders.](#)

This bill extends the effective date from 11 days to 12 days for a prohibition order issued by Sacramento Regional Transit District (SacRT), the Los Angeles County Metropolitan Transportation Authority (LA Metro), the Fresno Area Express (FAX), and the San Francisco Bay Area Rapid Transit District (BART).

Status: Chapter 252, Statutes of 2022

[AB-1919 \(Holden\) - Youth Transit Pass Pilot Program: free youth transit passes.](#)

This bill 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.

Status: Vetoed

[Governor's Veto Message:](#)

Governor's veto message: To the Members of the California State Assembly:

I am returning AB 1919 without my signature.

This bill 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.

Many of California's transit agencies provide reduced or free transit for certain populations, including students. While I agree with the intent of this bill to supplement and expand those existing programs, the bill requires the creation of a new grant program that was not funded in the budget. Instead, it requires a future appropriation from an unidentified fund source, which creates a significant cost pressure for either the General Fund or the redirection of existing state transportation resources. These 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. We must prioritize existing obligations and priorities, including education, health care, public safety and safety-net programs.

The Legislature sent measures with potential costs of well over \$20 billion in one-time spending commitments and more than \$10 billion in ongoing commitments not accounted for in the state budget. Bills with significant fiscal impact, such as this measure, should be considered and accounted for as part of the annual budget process.

[AB-2015 \(Cooley\) - Sacramento Regional Transit District: board of directors: voting procedures: contracting authority: retirement board.](#)

This bill makes various changes to the Sacramento Regional Transit District (SacRT) Act.

Status: Chapter 182, Statutes of 2022

[AB-2181 \(Berman\) - Santa Clara Valley Transportation Authority: board of directors.](#)

This bill, on and after July 1, 2023, would revise the membership and term limits of the Santa Clara Valley Transportation Authority board of directors. The bill would impose city or county residency requirements on the community members serving on the board of directors, as provided.

Status: Held in Committee – Senate Transportation

Resolutions

[SCR-7 \(Roth\) - CHP Officer Andre Maurice Moya, Jr. Memorial Freeway.](#)

This measure would designate a specified portion of State Highway Route 215 in the County of Riverside as the CHP Officer Andre Maurice Moya, Jr. Memorial Freeway.

Status: Chapter 80, Statutes of 2021

[SCR-12 \(Bates\) - CAL-FIRE Chief William R. Clayton Memorial Highway.](#)

This measure would designate a specified portion of Interstate 5 in the City of Carlsbad as the CAL-FIRE Chief William R. Clayton Memorial Highway.

Status: Chapter 81, Statutes of 2021

[SCR-14 \(Hurtado\) - Fire Captain Ramon Figueroa and Firefighter Patrick Jones Memorial Highway.](#)

This measure would designate a specified portion of State Route 65 in the County of Tulare as the Fire Captain Ramon Figueroa and Firefighter Patrick Jones Memorial Highway.

Status: Chapter 82, Statutes of 2021

[SCR-15 \(Hueso\) - U.S. Army SP4 Dwayne M. Patterson Memorial Highway.](#)

This measure would designate a specified portion of State Route 111 in the County of Imperial as the U.S. Army SP4 Dwayne M. Patterson Memorial Highway.

Status: Chapter 83, Statutes of 2021

[SCR-24 \(Stern\) - Los Angeles County Sheriff's Deputy Joseph Solano Memorial Overcrossing.](#)

This measure would designate the overcrossing on State Route 118 at Balboa Boulevard in the County of Los Angeles as the Los Angeles County Sheriff's Deputy Joseph Solano Memorial Overcrossing.

Status: Chapter 85, Statutes of 2021

[SCR-26 \(Gonzalez\) - Detective Raul Vasquez Gama Memorial Highway.](#)

This bill would designate a specified portion of Interstate 710 in the County of Los Angeles as the Detective Raul Vasquez Gama Memorial Highway.

Status: Chapter 86, Statutes of 2021

[SCR-27 \(McGuire\) - Jeffrey Stevenson Memorial Bike Path.](#)

This measure would designate a specified bike path in the County of Marin as the Jeffrey Stevenson Memorial Bike Path.

Status: Chapter 63, Statutes of 2021

[SCR-28 \(Umberg\) - Korean War Veterans Memorial Highway.](#)

This measure would designate a specified portion of State Highway Route 37 as the Korean War Veterans Memorial Highway.

Status: Chapter 64, Statutes of 2021

[SCR-39 \(Allen\) - Officer Tommy Scott Memorial Highway.](#)

This measure would designate a specified portion of Interstate Highway Route 405 in the County of Los Angeles as the Officer Tommy Scott Memorial Highway.

Status: Chapter 54, Statutes of 2022

[SCR-68 \(Archuleta\) - First Lady Pat Nixon Memorial Highway.](#)

This measure would designate the portion of State Route 91, from the Pioneer Boulevard undercrossing to the Carmenita Road overcrossing, as the First Lady Pat Nixon Memorial Highway.

Status: Chapter 103, Statutes of 2022

[SCR-75 \(Grove\) - Kern County Sheriff's Office Deputy Phillip Campas Memorial Interchange.](#)

This measure would designate the interchange at State Route 65 (post mile R0.000) and State Route 99 (post mile R29.878) in the County of Kern as the Kern County Sheriff's Office Deputy Phillip Campas Memorial Interchange.

Status: Chapter 104, Statutes of 2022

SCR-78 (Durazo) - Los Angeles Firefighter Kelly Wong Memorial Highway.

This measure would designate a portion of southbound State Route 101, from the Temple St. ramp to the Broadway St. ramp, adjacent to the Cathedral of Our Lady of the Angels, as the Los Angeles Firefighter Kelly Wong Memorial Highway.

Status: Chapter 105, Statutes of 2022

SCR-97 (Nielsen) - The Raymond “Stan” Stanley Satham Memorial Highway.

This measure would designate a specified portion of State Highway Route 44, near Oak Run in the County of Shasta, as the Stan Satham Memorial Highway.

Status: Chapter 178, Statutes of 2022

SCR-98 (McGuire) - Fortuna Police Officer Raymond Quincy Mills Memorial Highway.

This measure would designate a specified portion of State Highway Route 101 in the City of Fortuna as the Fortuna Police Officer Raymond Quincy Mills Memorial Highway.

Status: Chapter 107, Statutes of 2022

SCR-111 (Dodd) - Congressional Gold Medal Memorial Interchange.

This measure would designate the interchange of Interstate 80 and Interstate 780 in the City of Vallejo in the County of Solano as the Congressional Gold Medal Memorial Interchange.

Status: Chapter 179, Statutes of 2022

SCR-117 (Nielsen) - CHP Officer Lucas F. Chellew Memorial Highway.

This measure would designate a specified portion of Interstate 80 in the Counties of Placer and Sacramento as the CHP Officer Lucas F. Chellew Memorial Highway.

Status: Chapter 180, Statutes of 2022

ACR-19 (Gallagher) - National Purple Heart Trail.

This measure would designate specified portions of State Highway Routes 20 and 70 in the City of Marysville in the County of Yuba for inclusion in the National Purple Heart Trail.

Status: Chapter 106, Statutes of 2021

[ACR-21 \(Megan Dahle\) - Vietnam Veterans Memorial Bridge.](#)

This measure would designate the South Yuba River Bridge over State Highway Route 49 in the County of Nevada as the Vietnam Veterans Memorial Bridge.

Status: Chapter 107, Statutes of 2021

[ACR-27 \(Gallagher\) - Farm-to-Fork Corridor.](#)

This measure would designate a specified portion of State Route 99 in the County of Tehama as the Farm-to-Fork Corridor.

Status: Chapter 109, Statutes of 2021

[ACR-32 \(Megan Dahle\) - High Desert State Prison Correctional Officer Richard Bianchi, Jr., Memorial Highway.](#)

This measure would designate the portion of State Route 36 near Susanville, from post mile 25.356 at State Route 139 to post mile R29.390 at Junction State Route 395, in the County of Lassen as the High Desert State Prison Correctional Officer Richard Bianchi, Jr., Memorial Highway.

Status: Chapter 110, Statutes of 2021

[ACR-40 \(Mathis\) - Harry Tow Memorial Highway Overcrossing.](#)

This measure would designate the highway overcrossing in the City of Visalia off Plaza Drive and California State Route 198 at postmile R4.796 as the Harry Tow Memorial Highway Overcrossing.

Status: Chapter 112, Statutes of 2021

[ACR-47 \(Stone\) - Robert Scott Johnson Memorial Highway.](#)

This measure would designate a specified portion of State Highway Route 1 in the City of Seaside as the Staff Sergeant Robert Scott Johnson Memorial Highway.

Status: Chapter 135, Statutes of 2021

[ACR-51 \(Gabriel\) - Dr. Sally Ride Memorial Highway.](#)

This measure would designate a portion of State Highway 101 between the junction with Interstate 405, at postmarker 17.165, and Balboa Boulevard, at postmarker 19.217, as the Dr. Sally Ride Memorial Highway.

Status: Chapter 114, Statutes of 2021

[ACR-52 \(Patterson\) - Tom Seaver Memorial Highway.](#)

This measure would designate a specified portion of State Highway Route 41 in the County of Fresno as the Tom Seaver Memorial Highway.

Status: Chapter 136, Statutes of 2021

[ACR-64 \(Fong\) - Harvey L. Hall Memorial Highway.](#)

This measure would designate a specified portion of Westside Parkway on State Route 58 in the County of Kern as the Harvey L. Hall Memorial Highway.

Status: Chapter 138, Statutes of 2021

[ACR-67 \(Quirk-Silva\) - Tommy Lasorda Memorial Highway.](#)

This measure would designate a specified portion of Interstate 5 within the County of Orange as the Tommy Lasorda Memorial Highway.

Status: Chapter 115, Statutes of 2021

[ACR-74 \(Salas\) - Gary Helming Memorial Highway.](#)

This measure would designate a specified portion of State Highway Route 41 in the County of Kings as the Gary Helming Memorial Highway.

Status: Chapter 120, Statutes of 2022

[ACR-79 \(Nazarian\) - Amelia Earhart Memorial Highway.](#)

This measure would designate a specified portion of State Highway Route 101 and State Highway Route 134 in the County of Los Angeles as the Amelia Earhart Memorial Highway.

Status: Chapter 121, Statutes of 2022

[ACR-88 \(O'Donnell\) - Long Beach International Gateway Bridge.](#)

This measure would designate a specified portion of State Route 710 in the City of Long Beach as the Long Beach International Gateway Bridge.

Status: Senate-In Committee Process - Appropriations

[ACR-89 \(Bigelow\) - California Highway Patrol Officer Charles D. Goss Memorial Highway.](#)

This measure would designate a portion of State Route 152 in the County of Madera as the California Highway Patrol Officer Charles D. Goss Memorial Highway.

Status: Chapter 122, Statutes of 2022

[ACR-126 \(Cunningham\) - Katcho Achadjian Memorial Highway.](#)

This measure would designate the portion of U.S. Route 101 in the County of San Luis Obispo, from postmile 19.812 to postmile 15.579, as the Katcho Achadjian Memorial Highway.

Status: Chapter 158, Statutes of 2022

[ACR-130 \(Patterson\) - Ambassador Phillip V. Sanchez Memorial Bridge.](#)

This measure would designate the Alluvial Avenue undercrossing located at Fre-041-R30.949, State Route 41 at Postmile R30.949, in the County of Fresno as the Ambassador Phillip V. Sanchez Memorial Bridge.

Status: Chapter 126, Statutes of 2022

[ACR-138 \(Flora\) - Mayor Jack Snyder Memorial Highway.](#)

This measure would designate a portion of State Route 120 in the City of Manteca as the Mayor Jack Snyder Memorial Highway.

Status: Chapter 128, Statutes of 2022

[ACR-139 \(Ramos\) - Lance Corporal Dylan Merola Memorial Highway Overcrossing.](#)

This measure would designate the highway overcrossing in the County of San Bernardino at the Interstate 210 interchange at Haven Avenue, postmile marker 6.913, as the Lance Cpl. Dylan Merola Memorial Highway Overcrossing.

Status: Chapter 129, Statutes of 2022

[ACR-142 \(Patterson\) - Dr. Fareed Wade Nader Memorial Interchange.](#)

This measure would designate a specified interchange of State Highway Route 168 in the City of Clovis as the Dr. Fareed Wade Nader Memorial Interchange.

Status: Chapter 130, Statutes of 2022

[ACR-144 \(Gray\) - Paul Vincent Rotondaro Memorial Highway.](#)

This measure would designate a specified portion of State Route 140 in the County of Merced as the Paul Vincent Rotondaro Memorial Highway.

Status: Chapter 131, Statutes of 2022

[ACR-148 \(O'Donnell\) - Long Beach International Gateway Bridge.](#)

This measure would designate a specified portion of State Route 710 in the City of Long Beach as the Long Beach International Gateway Bridge.

Status: Chapter 159, Statutes of 2022

[ACR-151 \(Berman\) - Captain Matthew Patrick Manoukian Memorial Highway.](#)

This measure would designate a specified portion of State Route 280 in the County of Santa Clara as the Captain Matthew Patrick Manoukian Memorial Highway.

Status: Chapter 132, Statutes of 2022

[ACR-157 \(Salas\) - Army Specialist Juan Miguel Mendez Covarrubias Memorial Highway.](#)

This measure would designate a specified portion of State Highway Route 198 in the City of Hanford in the County of Kings as the Army Specialist Juan Miguel Mendez Covarrubias Memorial Highway.

Status: Chapter 134, Statutes of 2022

[ACR-162 \(Nguyen\) - Officer Nicholas Vella Memorial Highway.](#)

This measure would designate a specified portion of State Highway Route 39 in the City of Huntington Beach as the Officer Nicholas Vella Memorial Highway.

Status: Chapter 135, Statutes of 2022

[ACR-164 \(Patterson\) - Lieutenant Colonel Seth “Jethro” Nehring Memorial Highway.](#)

This measure would designate a specified portion of State Highway Route 168 in the County of Fresno as the Lieutenant Colonel Seth “Jethro” Nehring Memorial Highway.

Status: Chapter 136, Statutes of 2022

[ACR-173 \(Low\) - Michael “Mike” Jason Katherman Memorial Highway.](#)

This measure would designate a specified portion of State Route 85 in the County of Santa Clara as the Michael “Mike” Jason Katherman Memorial Highway.

Status: Chapter 160, Statutes of 2022

[ACR-177 \(Bloom\) - Christopher Columbus Transcontinental Highway: removal of designation.](#)

This measure would request that the Department of Transportation remove the “The Christopher Columbus Transcontinental Highway” designation from the portion of Interstate 10 in the state, as well as any signage and markers memorializing that designation, and advise the Federal Highway Administration of the state’s action.

Status: Chapter 175, Statutes of 2022

[ACR-183 \(Cunningham\) - Detective Luca Benedetti Memorial Overpass.](#)

This measure would designate the Buena Vista Avenue overpass at postmile marker 29.985 on State Route 101 in the County of San Luis Obispo as the Detective Luca Benedetti Memorial Overpass.

Status: Chapter 162, Statutes of 2022

[ACR-187 \(Grayson\) - Medal of Honor Safety Roadside Rest Area.](#)

This measure would designate the rest area on Interstate 80 in the City of Vallejo in the County of Solano as the Medal of Honor Safety Roadside Rest Area.

Status: Chapter 163, Statutes of 2022

ACR-194 (Cooper) - Police Officer Tyler “Ty” Lenehan Memorial Highway.

This measure would designate a specified portion of State Route 99 as the Police Officer Tyler “Ty” Lenehan Memorial Highway.

Status: Chapter 169, Statutes of 2022

ACR-195 (Villapudua) - Officer Jimmy Arty Inn Memorial Highway.

This measure would designate a specified portion of State Route 4 in the City of Stockton as the Officer Jimmy Arty Inn Memorial Highway.

Status: Chapter 164, Statutes of 2022

ACR-201 (Robert Rivas) - Army Specialist Eduardo Silva Memorial Highway.

This measure would designate a portion of State Route 101 in the County of Monterey between the Underwood Road, at postmile 51.060, and Kenny Road, at postmile 50.285, as the Army Specialist Eduardo Silva Memorial Highway.

Status: Chapter 165, Statutes of 2022

ACR-202 (Robert Rivas) - PFC George Howell Memorial Highway.

This measure would designate a specified portion of State Route 101 in the County of Monterey as the PFC George Howell Memorial Highway.

Status: Chapter 170, Statutes of 2022

ACR-203 (Stone) - Army Specialist Roger Lee Memorial Highway.

This measure would designate a specified portion of State Highway Route 68 in the County of Monterey as the Army Specialist Roger Lee Memorial Highway.

Status: Chapter 166, Statutes of 2022

ACR-204 (Stone) - Sergeant 1st Class Sean K. Mitchell Memorial Highway.

This measure would designate a specified portion of State Highway Route 1 in the County of Monterey as the Sergeant 1st Class Sean K. Mitchell Memorial Highway.

Status: Chapter 167, Statutes of 2022

[ACR-208 \(Davies\) - Senior Master Sergeant John James Paoletti Memorial Highway.](#)

This measure would designate the portion of State Route 5 from El Horno Street, at postmile 10.001, to Crown Valley Parkway, at postmile 13.776, in the County of Orange as the Senior Master Sergeant John James Paoletti Memorial Highway.

Status: Chapter 171, Statutes of 2022

[ACR-211 \(Fong\) - Corporal Luis Carlos Ruan Memorial Highway.](#)

This measure would designate a portion of State Route 119, between E Kern Street, postmile 0.34, and Cedar Street, postmile 1.300, in the County of Kern as the Corporal Luis Carlos Ruan Memorial Highway.

Status: Chapter 172, Statutes of 2022

[AJR-25 \(Nguyen\) - Regulation of vessel anchorages.](#)

This resolution requests the United States Congress and the President to take action to increase resources for the enforcement of regulating vessel anchorages to both regulate the backlog of cargo ships and prevent future oil spills related to anchor strikes.

Status: Chapter 148, Statutes of 2022

[AJR-29 \(Mathis\) - Ports: congestion relief.](#)

This resolution urges Congress to enact legislation to alleviate and remedy congestion in California's ports and to ensure that California's importing and exporting capabilities are returned to pre-pandemic levels.

Status: Chapter 168, Statutes of 2022

[AJR-30 \(Gipson\) - Freight transportation: federal funding.](#)

This resolution memorializes the California Legislature's request to Congress to pass and the President to sign legislation providing for a fair allocation of federal transportation funding for freight projects in California.

Status: Chapter 149, Statutes of 2022

Rules of the Road

SB-111 (Newman) - Schoolbuses: stop requirements.

This bill authorizes automated photo enforcement of the existing law prohibiting passing school busses when children are present.

Status: Died in Senate Transportation Committee

SB-227 (Jones) - Off-highway vehicles.

This bill makes various changes to the identification and operation of certain off-highway vehicles (OHV), as specified.

Status: Held in Committee – Assembly Appropriations

SB-287 (Grove) - Vehicles: trailers.

This bill authorizes specified drivers to tow heavier trailers under specified conditions.

Status: Chapter 610, Statutes of 2021

SB-735 (Rubio) - Vehicles: speed photoimaging enforcement devices.

This bill authorizes automated traffic enforcement systems to enforce speed limits in school zones.

Status: Died in Senate Transportation Committee

SB-1079 (Portantino) - Vehicles: sound-activated enforcement devices.

This bill requires the California Highway Patrol (CHP) to evaluate the efficacy of sound-activated enforcement devices by evaluating devices from at least three different companies.

Status: Chapter 449, Statutes of 2022

AB-3 (Fong) - Exhibition of speed on a highway: punishment.

This bill allows for a driver's license suspension for conviction of engaging in an exhibition of speed.

Status: Chapter 611, Statutes of 2021

AB-43 (Friedman) - Traffic safety.

This bill provides Caltrans and local authorities greater flexibility in setting and reducing speed limits.

Status: Chapter 690, Statutes of 2021

AB-122 (Boerner Horvath) - Vehicles: required stops: bicycles.

This bill permits a person riding a bicycle approaching a stop sign to yield the right-of-way, rather than stopping, to any vehicles that have stopped at the intersection, entered the intersection, or are approaching the intersection, and continue to yield the right-of-way until it is reasonably safe to proceed. Additionally, a person riding a bicycle must also yield to pedestrians crossing the roadway.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 122 without my signature.

This bill would allow a person riding a bicycle to proceed through a stop sign as if it were a yield sign until January 1, 2028.

While I share the author's intent to increase bicyclist safety, I am concerned this bill will have the opposite effect. The approach in AB 122 may be especially concerning for children, who may not know how to judge vehicle speeds or exercise the necessary caution to yield to traffic when appropriate.

Fatalities and serious injuries have been on the rise on the state's roads since 2010. The Statewide Integrated Traffic Records System shows that, since 2015, there were 3,059 crashes involving bicycles at an intersection in which the primary collision factor was failure to stop at a stop sign. The data indicates bicyclists were determined to be at fault for 88 percent of the collisions resulting in fatalities and 63 percent of those involving injuries.

I fully support safe and equitable access to the state's transportation network for bicyclists. The California Climate Action Plan for Transportation Infrastructure describes how the state will invest in the transportation network to create safe and accessible bicycle and pedestrian infrastructure. The Department of Transportation (Caltrans) and the California State Transportation Agency are increasing active transportation investments and will release design guidance on traffic calming measures this year to

encourage more walking and biking through a safe systems approach

AB-591 (Villapudua) - Vessels: arrests.

This bill authorizes an officer to issue a fix-it ticket in cases involving certain existing violations pertaining to vessels.

Status: Chapter 57, Statutes of 2021

AB-1238 (Ting) - Pedestrian access.

This bill repeals provisions of law prohibiting pedestrians from entering a roadway and specifies that pedestrians shall not be subject to a fine or criminal penalty for crossing or entering a roadway when no cars are present.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 1238 without my signature.

This bill would authorize jaywalking and prohibit any related fines or criminal penalties for pedestrians entering a roadway when no cars are present, until January 1, 2029.

I want to thank the author for bringing this important issue forward. Unequal enforcement of jaywalking laws and the use of minor offenses like it as a pretext to stop people of color, especially in under-resourced communities, is unacceptable and must be addressed. While I am committed to tackling this issue as part of our continued work to reduce excessive use of force and bias, I cannot support this bill in its current form.

California has the highest total number of pedestrian fatalities in the nation and ranks 8th for pedestrian fatality rate per 100,000 in population. According to data collected in the Statewide Integrated Traffic Records System, there has been an average of 3,500 traffic fatalities per year over the past five years and approximately 30 percent of those were pedestrian fatalities. During that time period, 63 percent of the crashes resulting in pedestrian fatalities were the result of pedestrians taking actions against traffic controls or safety laws. 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.

[AB-1713 \(Boerner Horvath\) - Vehicles: required stops: bicycles.](#)

This bill permits a person, 18 years of age or older, to treat stop signs as yield signs when riding a bicycle under certain conditions.

Status: Died – Senate Floor

[AB-1909 \(Friedman\) - Vehicles: bicycle omnibus bill.](#)

This bill changes, comprehensively, rules of the road and restrictions on bicycle operations.

Status: Chapter 343, Statutes of 2022

[AB-1938 \(Friedman\) - Traffic safety: speed limits.](#)

This bill authorizes, if the speed limit needs to be rounded down to the nearest five miles per hour (mph) increment of the 85th-percentile speed, the California Department of Transportation (Caltrans) or a local authority to lower the speed limit by five mph from the nearest five miles per hour of the 85th percentile, as specified.

Status: Chapter 406, Statutes of 2022

[AB-2000 \(Gabriel\) - Motor vehicle speed contests and exhibitions of speed: offstreet parking facilities.](#)

This bill expands the crimes of motor vehicle exhibition of speed and speed contest to include occurrences in parking lots.

Status: Chapter 436, Statutes of 2022

[AB-2152 \(Smith\) - Vehicles: off-highway vehicle recreation: City of Needles.](#)

This bill authorizes the City of Needles (City) to establish a pilot project to designate combined-use highways on roads in the city to link existing off-highway vehicle (OHV)

trails and to link OHV recreational use areas with necessary services and lodging facilities.

Status: Chapter 185, Statutes of 2022

[AB-2264 \(Bloom\) - Pedestrian crossing signals.](#)

This bill requires installation and maintenance of traffic-actuated signals with leading pedestrian intervals (LPI).

Status: Chapter 496, Statutes of 2022

[AB-2432 \(Muratsuchi\) - Neighborhood electric vehicles: County of Los Angeles: South Bay cities area.](#)

This bill authorizes the County of Los Angeles (LA County) to establish a neighborhood electric vehicle (NEV) transportation plan.

Status: Chapter 158, Statutes of 2022

[AB-2462 \(Valladares\) - Neighborhood electric vehicles: County of Los Angeles: Westside Planned Communities.](#)

This bill authorizes the County of Los Angeles (LA County) to establish a neighborhood electric vehicle (NEV) transportation plan for the Westside Planned Communities.

Status: Held in Committee – Senate Transportation

[AB-2496 \(Petrie-Norris\) - Vehicles: exhaust systems.](#)

This bill requires a court, beginning January 1, 2027, to notify the Department of Motor Vehicles (DMV) to place a registration hold on a vehicle found to have a noncompliant modified muffler or muffler installed with a whistle tip until the court has been presented with a certificate of compliance from a referee authorized to test the vehicle.

Status: Chapter 595, Statutes of 2022

[AB-2546 \(Nazarian\) - Vehicles: motor vehicle sideshows.](#)

This bill would expand the definition of a sideshow to include other public places open to vehicle traffic and private property, as specified. By expanding the definition of an existing crime, the bill would impose a state-mandated local program.

Status: Held in Committee – Senate Transportation

AB-2773 (Holden) - Stops: notification by peace officers.

This bill requires a peace officer making a traffic or pedestrian stop to state the reason for the stop before asking investigatory questions unless the officer reasonably believes that withholding the reason for the stop is necessary to protect life or property from imminent threat. This bill also requires the Department of Motor Vehicles (DMV) to add information regarding this requirement to the DMV Driver's Handbook. Further, this bill requires local law enforcement agencies to report additional stop information to the Department of Justice (DOJ).

Status: Chapter 805, Statutes of 2022

Streets and Highways

SB-214 (Bates) - Neighborhood electric vehicles: County of Orange: Ranch Plan Planned Community.

This bill would repeal the January 1, 2022, sunset date, thereby indefinitely extending the County of Orange's authority to establish a NEV transportation plan for the Ranch Plan Planned Community.

Status: Chapter 101, Statutes of 2021

SB-580 (Hueso) - Department of Transportation: highways and roads: recycled plastics study and specifications.

This bill authorizes the Department of Transportation (Caltrans) to conduct a study to assess the feasibility, cost effectiveness, and life-cycle environmental benefits of including recycled plastics in asphalt used as paving materials, and, depending on the findings, authorizes Caltrans to develop specifications for the use of recycled plastics in asphalt.

Status: Died – Senate Floor

SB-623 (Newman) - Electronic toll and transit fare collection systems.

This bill would authorize toll facilities on federal-aid highways engaged in an interoperability program to provide instead only the information specified in functional specifications and standards adopted by the department and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability.

Status: Died in Senate Judiciary Committee

[SB-635 \(Gonzalez\) - Cleanup activities on state highways, rights-of-way, off ramps, and homeless encampments.](#)

This bill requires Caltrans to develop a strategy for cleaning up state highways, identify statutory, funding and regulatory barriers to efficient clean up, and annually report to the Legislature on their cleanup efforts.

Status: Died in Senate Appropriations Committee

[SB-760 \(Bates\) - State highways: State Route 241: reduction.](#)

This bill would delete from the state highway system the portion of State Route 241 from State Route 5 south of the City of San Clemente to Oso Parkway east of the City of Mission Viejo.

Status: Died in Senate Appropriations Committee

[SB-985 \(Hueso\) - Otay Mesa East Toll Facility Act.](#)

This bill makes various changes to the Otay Mesa East Toll Facility Act (Act), including authorizing the San Diego Association of Governments (SANDAG) to enter into an agreement and contracts, as specified, with the government of Mexico or a government agency for the purposes of imposing and collecting tolls; and acquiring, operating, and maintaining tolling facilities at the Otay Mesa East Port of Entry (POE).

Status: Chapter 422, Statutes of 2022

[SB-1049 \(Dodd\) - Transportation Resilience Program.](#)

This bill establishes a program for planning and projects to make California's transportation more resilient to the impacts of climate change.

Status: Held in Committee – Assembly Transportation

[SB-1050 \(Dodd\) - State Route 37 Toll Bridge Act.](#)

This bill establishes a new authority to collect tolls on State Route 37 and requires the authority to impose tolls for improvement on the Sonoma Creek Bridge and for long-term improvements to the corridor.

Status: Held in Committee – Assembly Appropriations

[SB-1169 \(Hueso\) - State Route 125 toll road project.](#)

This bill authorizes the San Diego Association of Governments (SANDAG) to terminate the development franchise agreement and lease for the SR 125 toll road on January 1,

2027, or upon the repayment of all of the bond debt incurred for project, whichever is later; and after that action stipulates SR 125 will no longer be subject to tolls and requires the California Department of Transportation (Caltrans) to be responsible for the maintenance and improvement of the road.

Status: Held in Committee – Assembly Appropriations

[SB-1201 \(Melendez\) - Clean California Local Grant Program of 2021: Clean California State Beautification Program of 2021: homeless encampments.](#)

This bill permits local governments to use funds received from the Clean California Program for cleaning up homeless encampments.

Status: Held in Committee – Senate Transportation

[SB-1250 \(Limón\) - Rental passenger vehicle transactions: fees: toll roads and bridges.](#)

This bill would require a rental company to provide a written notice to its customers stating the amount a customer may be charged by the rental company if tolls are not paid by the customer, whether there are any methods to avoid those charges, and if there are, instructions as to how the customer can use those methods, as specified.

Status: Died – Assembly Floor

[AB-41 \(Wood\) - Broadband infrastructure deployment.](#)

This bill requires the California Public Utilities Commission (CPUC) to maintain and update a statewide map showing the accessibility of broadband service including the percentage of each census block that has broadband service meeting federal and state standards and requires Caltrans to install broadband conduit, as specified.

Status: Chapter 659, Statutes of 2021

[AB-455 \(Wicks\) - San Francisco-Oakland Bay Bridge: bus speed and reliability performance targets.](#)

This bill requires the California Department of Transportation (Caltrans), no later than July 1, 2024, in consultation with the Metropolitan Transportation Commission (MTC), the Bay Area Toll Authority (BATA), relevant transit operators, and relevant local transportation agencies, to establish speed and reliability performance targets for buses traveling through the Bay Bridge corridor. Requires Caltrans to also establish an online reporting process to publicly share bus speed and reliability performance results.

Requires Caltrans 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.

Status: Held in Committee – Senate Appropriations

[AB-512 \(Holden\) - State highways: relinquishment: infrastructural barriers.](#)

This bill authorizes the California Transportation Commission to relinquish a portion of a state highway that contains an infrastructural barrier, as defined, to a city or county under specified conditions.

Status: Chapter 940, Statutes of 2022

[AB-744 \(Rodriguez\) - State highways: State Route 83: reduction.](#)

This bill would authorize the commission to relinquish to the City of Ontario all or a portion of State Route 83 within the city's jurisdiction and prescribe conditions that apply upon relinquishment.

Status: Chapter 198, Statutes of 2021

[AB-773 \(Nazarian\) - Street closures and designations.](#)

This bill authorizes local authorities to implement a "Slow Streets Program," as specified, to close or limit access to vehicular traffic on certain neighborhood local streets. Defines requirements for the program including public outreach and engagement.

Status: Chapter 587, Statutes of 2021

[AB-955 \(Quirk\) - Highways: encroachment permits: broadband facilities.](#)

This bill establishes additional procedures for the Department of Transportation (Caltrans) in its review of an application for an encroachment permit for a broadband facility.

Status: Chapter 670, Statutes of 2021

[AB-1035 \(Salas\) - Department of Transportation and local agencies: streets and highways: recycled materials.](#)

This bill requires local governments to adopt specified Caltrans recycled material standards unless certain criteria are met.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To Members of the California State Assembly:

I am returning Assembly Bill 1035 without my signature.

This bill requires local agencies to apply the Department of Transportation's (Caltrans) most recent standards for the use of recycled materials in pavement between January 1, 2023 and January 1, 2026.

Requiring all local agencies that have jurisdiction over streets and highways to comply with Caltrans' recycling standards may result in increased costs. The standards adopted by Caltrans are specifically designed for Caltrans projects, which are generally larger and address a greater volume of traffic than some local projects. These requirements may not be appropriate for all local streets and roads. Further, this bill may create a reimbursable state mandate, which could result in significant state costs.

AB-1778 (Cristina Garcia) - State transportation funding: freeway projects: poverty and pollution: Department of Transportation.

This bill prohibits the California Department of Transportation (Caltrans) from using any state funds or personnel time for specified transportation projects if any census tract within or bordering upon the project footprint has a percentile score that falls within the zero to 40th percentile score on specified indicators of the California Healthy Places Index.

Status: Failed Passage in Senate Transportation Committee

AB-2270 (Seyarto) - Authorized emergency vehicles.

This bill would require the owner or operator of a toll facility, upon the request of the local emergency service provider, to enter into an agreement for the use of a toll facility.

Status: Chapter 497, Statutes of 2022

AB-2344 (Friedman) - Wildlife connectivity: transportation projects.

This bill requires the Department of Fish and Wildlife (DFW) in coordination with the Department of Transportation (Caltrans) to establish a wildlife connectivity action plan, and requires Caltrans to establish a wildlife connectivity project list and prioritize

implementation of projects from the list, among other provisions related to reducing wildlife-vehicle collisions and enhancing wildlife connectivity.

Status: Chapter 964, Statutes of 2022

[AB-2514 \(Megan Dahle\) - State Highway System Management Plan: underserved rural communities.](#)

This bill requires the State Highway System Management Plan to include a comprehensive evaluation of the current state of transportation in underserved rural communities.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 2514 without my signature.

This bill would require the California Department of Transportation (Caltrans) to incorporate an evaluation of the current state of transportation in underserved rural communities, as well as a transportation needs assessment for those communities, into the State Highway System Management Plan.

While I appreciate the author's goal to assess the needs of underserved rural communities, this work is already underway, as envisioned in the Interregional Transportation Strategic Plan and the California State Transportation Agency's Climate Action Plan for Transportation Infrastructure.

My Administration will continue collaborating with transportation stakeholders to develop an equity index for use in project evaluation and prioritization processes. This includes developing metrics that are specific to the rural context to help shape transportation investments to serve the unique needs of disadvantaged rural communities. These efforts will include engagement with representatives of rural communities to advance our shared goal of enhancing equity and livability for all Californians.

[AB-2594 \(Ting\) - Vehicle registration and toll charges.](#)

This bill makes numerous changes to the administration of bridge and toll roads.

Status: Chapter 969, Statutes of 2022

[AB-2599 \(Cervantes\) - High-occupancy vehicle lanes: County of Riverside.](#)

This bill requires the California State Transportation Agency (CalSTA) report to the Legislature on the feasibility and appropriateness of limiting the use of high-occupancy vehicle (HOV) lanes on specified routes, and removing double parallel solid lines from HOV lanes, in Riverside County.

Status: Held in Committee – Senate Appropriations

[AB-2949 \(Lee\) - Vehicles: toll exemptions.](#)

This bill exempts vehicles registered to veterans displaying specialized license plates from paying tolls or related fines.

Status: Chapter 871, Statutes of 2022

[AB-2953 \(Salas\) - Department of Transportation and local agencies: streets and highways: recycled materials.](#)

This bill requires local governments above a specified size to adopt specified California Department of Transportation (Caltrans) recycled material standards unless certain criteria are met.

Status: Chapter 872, Statutes of 2022

Trans Planning and Sustainable Communities Strategies

[SB-261 \(Allen\) - Regional transportation plans: sustainable communities strategies.](#)

This bill tasks the California Air Resources Board (ARB) with devising new greenhouse gas (GHG) emission reduction targets for the automobile and light truck sector—as well as adding vehicle miles traveled (VMT) reduction targets—to the requirements for sustainable communities strategy (SCS) plans as prepared by the state’s metropolitan planning organizations (MPOs).

Status: Died in Senate Transportation Committee

[SB-475 \(Cortese\) - Transportation planning: sustainable communities strategies.](#)

This bill makes numerous changes to the provisions of SB 375 (Steinberg, Chapter 728, Statutes of 2008), including but not limited to: requiring the Air Resources Board (ARB) to update Sustainable Communities Strategy (SCS) guidelines in coordination with

specified agencies; tasking ARB with appointing a State-Regional Collaborative for Climate, Equity, and Resilience, with membership as specified; requiring ARB to update short- and long-term greenhouse gas (GHG) emission reduction goals, as specified; requiring the California Energy Commission (CEC) to set regional building decarbonization targets; and eliminating the Alternative Planning Strategy (APS) compliance option.

Status: Died in Senate Transportation Committee

[SB-1217 \(Allen\) - State-Regional Collaborative for Climate, Equity, and Resilience.](#)

This bill creates the State-Regional Collaborative for Climate, Equity, and Resilience, with the purpose of making recommendations to the California Air Resources Board (ARB) on how to update the Sustainable Communities Strategy (SCS) guidelines in order to improve the SCS plan approval process, transparency in local and regional government decision making, and alignment with other state climate and equity goals.

Status: Held in Committee – Assembly Natural Resources

[AB-1147 \(Friedman\) - Regional transportation plan: Active Transportation Program.](#)

This bill makes changes to required elements of Metropolitan Planning Organizations' (MPOs') Regional Transportation Plans (RTPs)/Sustainable Communities Strategies (SCSs), including authorizing MPOs to consult with local governments when land use decisions and transportation projects will interfere with the region's reaching its greenhouse gas (GHG) emissions reduction target. Requires local governments to report to MPOs on actions taken to implement the RTP/SCS. Expands the scope of an existing Air Resources Board (ARB) report on the progress of RTP/SCSs. Expands and delays the completion date of the Strategic Growth Council (SGC) report. Creates the SCS Block Grant Program to provide funding for planning and projects to reduce vehicle miles traveled (VMT) and GHG emissions based on 2035 target action plans, as specified. Tasks the Governor's Office of Planning and Research (OPR), and others, with creating a guidance document for 15-minute communities, as specified. Requires the California Department of Transportation (Caltrans) to submit a proposal for a pilot to construct bicycle highways.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 1147 without my signature.

This bill adds new and modified reporting at the local and regional levels on compatibility of land use and transportation planning with greenhouse gas reduction goals and a proposal for a pilot program to create a network of bicycle highways.

Although the bill seeks to improve transparency to the Sustainable Community Strategies process, it does not require or incentivize regional and local governments to make land use decisions that change development and transportation patterns.

While I share the author's goal to align policies and promote the use of active transportation modes such as walking and biking, the bill is not necessary because state agencies are already collaborating on these policies and updating local requirements.

I proposed \$7.6 billion to make key investments in a wide variety of critically necessary projects including high speed rail, transit connectivity projects in advance of the 2028 Los Angeles Olympics, active transportation, and a variety of other rail system improvements. Not only will these projects improve safety and access for bicyclists and pedestrians, they will significantly reduce greenhouse gas emissions and are key to meeting our state's climate objectives. I look forward to re-engaging with the Legislature to finalize and pass a comprehensive transportation package early next year.

[AB-2237 \(Friedman\) - Transportation planning: regional transportation improvement plan: sustainable communities strategies: alternative planning strategy: state transportation funding.](#)

This bill requires alignment between regional transportation planning, regional transportation funding and the state's climate goals.

Status: Held in Committee – Senate Transportation

[AB-2367 \(Ward\) - Regional transportation plans: implementation authority: San Diego Association of Governments.](#)

This bill would explicitly authorize SANDAG to implement every component of the regional transportation plan and to seek resources and funding for projects identified in the sustainable communities strategy, as provided. The bill would also authorize SANDAG to exercise its bonding authority to implement the regional transportation plan, as provided.

Status: Chapter 127, Statutes of 2022

Transportation Finance and Development

[SB-339 \(Wiener\) - Vehicles: road usage charge pilot program.](#)

This bill extends the Road Usage Charge Technical Advisory Committee until January 1, 2027 and requires the state Transportation Agency to implement a pilot program to test a road usage charge as specified.

Status: Chapter 308, Statutes of 2021

[SB-623 \(Newman\) - Electronic toll and transit fare collection systems.](#)

This bill makes numerous amendments to the laws related the use of personally identifiable information (PII) for the purposes of an electronic toll collection system (ETCS) or an electronic transit fare collection system (ETFCS), specifies that many of these amendments are declarative of existing law.

Status: Died in Senate Judiciary Committee

[SB-640 \(Becker\) - Transportation financing: jointly proposed projects.](#)

This bill would authorize cities and counties to propose projects to be jointly funded by the cities and counties' apportionments of various funds, including revenues from certain increases in fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account, as specified.

Status: Chapter 108, Statutes of 2021

[SB-873 \(Newman\) - California Transportation Commission: state transportation improvement program: capital outlay support.](#)

This bill would require the California Transportation Commission to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the program and would require the commission to develop guidelines, in consultation with the Department of Transportation, to implement these allocation procedures.

Status: Held in Committee – Senate Transportation

[SB-1050 \(Dodd\) - State Route 37 Toll Bridge Act.](#)

This bill establishes a new authority to collect tolls on State Route 37 and requires the authority to impose tolls for improvement on the Sonoma Creek Bridge and for long-term improvements to the corridor.

Status: Held in Committee – Assembly Appropriations

[SB-1121 \(Gonzalez\) - State and local transportation system: needs assessment.](#)

This bill requires the California Transportation Commission (CTC) to 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.

Status: Chapter 508, Statutes of 2022

[SB-1226 \(Durazo\) - Joint powers agreements: zero-emission transportation systems or facilities.](#)

This bill authorizes a private, non-profit corporation that provides services for zero-emission transportation to enter into a joint powers agreement JPA with a public agency to facilitate the development, construction, and operation of zero-emission transportation systems or facilities.

Status: Chapter 423, Statutes of 2022

[AB-604 \(Daly\) - Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest.](#)

This bill would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the department for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 604 without my signature.

This bill would continuously appropriate interest earnings from revenues deposited in the Road Maintenance and Rehabilitation Account (RMRA) to the California Department of Transportation (Caltrans) for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program (SHOPP).

Interest earnings from the RMRA, including accumulated revenue and future earnings, have already been appropriated in the 2021 Budget Act through 2028.

I look forward to re-engaging with the Legislature to finalize and pass a comprehensive transportation package early next year that invests in a wide variety of critically-necessary projects including high speed rail, connectivity projects in advance of the 2028 Los Angeles Olympics, road and bridge repair, and a variety of other rail system improvements.

That comprehensive package, and the corresponding budget process, would be the appropriate venue to consider any continuous appropriation of RMRA interest earnings, such as that proposed in this bill.

[AB-1157 \(Lee\) - Controller: transportation funds: distribution and reporting requirements.](#)

This bill extends the deadline for local transportation agencies reporting specified information to the State Controller's Office (SCO), extends the date SCO is required to make the information publically available, and provides the SCO additional time to make certain transfers of funding.

Status: Chapter 205, Statutes of 2021

[AB-1778 \(Cristina Garcia\) - State transportation funding: freeway projects: poverty and pollution: Department of Transportation.](#)

This bill prohibits the California Department of Transportation (Caltrans) from using any state funds or personnel time for specified transportation projects if any census tract within or bordering upon the project footprint has a percentile score that falls within the zero to 40th percentile score on specified indicators of the California Healthy Places Index.

Status: Failed Passage in Senate Transportation Committee

[AB-2237 \(Friedman\) - Transportation planning: regional transportation improvement plan: sustainable communities strategies: alternative planning strategy: state transportation funding.](#)

This bill requires alignment between regional transportation planning, regional transportation funding and the state's climate goals.

Status: Held in Committee – Senate Transportation

AB-2438 (Friedman) - Transportation funding: guidelines and plans.

This bill requires various state transportation programs to incorporate strategies from the Climate Action Plan for Transportation Infrastructure (CAPTI) into program guidelines. Also requires various state agencies to establish new transparency and accountability guidelines for certain transportation funding programs, as specified.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 2438 without my signature.

This bill requires the alignment of certain transportation funding programs with the Climate Action Plan for Transportation Infrastructure (CAPTI) adopted in July 2021, and requires additional public transparency procedures in the project selection process for various transportation programs.

While I share the goal of addressing the impacts of the transportation sector on climate change, this bill is unnecessary. Work is well under way at the California State Transportation Agency (CalSTA), the California Department of Transportation (Caltrans) and the California Transportation Commission to align funding programs in the bill with CAPTI, with several actions already completed.

CalSTA is committed to reviewing outcomes and integrating public feedback in future years to make modifications to CAPTI, as necessary, to meet the needs of the statewide transportation system. Linking these programs in statute to a specific iteration of this plan inhibits the state's ability to appropriately respond to the evolution of the state's response to climate change.

A draft Annual Report on CAPTI Implementation Progress will be released in October of this year, outlining the progress made on CAPTI implementation since its adoption last July. My Administration will continue collaborating with transportation stakeholders to increase program funding accountability and transparency as well as enhance financial planning for climate change impacts to transportation infrastructure.

AB-2453 (Bennett) - Transactions and use taxes: Ventura County Transportation Commission.

This bill authorizes the Ventura County Transportation Commission to impose a transactions and use tax (TUT) for countywide transportation programs at a rate of no

more than 0.5% that would, in combination with other TUTs, exceed the combined rate limit of 2%.

Status: Chapter 286, Statutes of 2022

[AB-2514 \(Megan Dahle\) - State Highway System Management Plan: underserved rural communities.](#)

This bill requires the State Highway System Management Plan to include a comprehensive evaluation of the current state of transportation in underserved rural communities.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 2514 without my signature.

This bill would require the California Department of Transportation (Caltrans) to incorporate an evaluation of the current state of transportation in underserved rural communities, as well as a transportation needs assessment for those communities, into the State Highway System Management Plan.

While I appreciate the author's goal to assess the needs of underserved rural communities, this work is already underway, as envisioned in the Interregional Transportation Strategic Plan and the California State Transportation Agency's Climate Action Plan for Transportation Infrastructure.

My Administration will continue collaborating with transportation stakeholders to develop an equity index for use in project evaluation and prioritization processes. This includes developing metrics that are specific to the rural context to help shape transportation investments to serve the unique needs of disadvantaged rural communities. These efforts will include engagement with representatives of rural communities to advance our shared goal of enhancing equity and livability for all Californians.

Transportation Network Companies and Charter Party Carriers

AB-302 (Ward) - San Diego Metropolitan Transit Development Board: regulation of for-hire vehicle and passenger jitney services.

This bill expands the ability of the San Diego Metropolitan Transit System (MTS) to enter into contracts to license or regulate certain transportation services.

Status: Chapter 89, Statutes of 2021

AB-2716 (Grayson) - Transportation network companies: participating drivers: safety courses.

This bill establishes minimum training requirements for transportation network company (TNC) drivers.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 2716 without a signature.

This bill codifies minimum driver safety training and specific vehicle inspection requirements on transportation network companies (TNCs).

While I appreciate the intent of the author to strengthen the standards for TNC driver training and vehicle inspections, this bill is redundant of existing safety requirements and may have the unintended consequence of restricting the authority of the California Public Utilities Commission (CPUC) to expeditiously adjust and modify these requirements, as needed, to protect public, driver and passenger safety.

I encourage the author to work with the CPUC to clearly identify and address any issues or safety improvements through its public decision-making processes.

Vehicle Registration, Vehicle Dealers, and Vehicles

SB-21 (Glazer) - Specialized license plates: mental health awareness.

This bill requires the California Department of Education (CDE) to apply to the Department of Motor Vehicles (DMV) to sponsor a mental health awareness license

plate with proceeds used by the Department of Education for mental health services in public schools.

Status: Held in Committee – Assembly Appropriations

[SB-66 \(Allen\) - California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.](#)

This bill would require the Secretary of the California State Transportation Agency (CalSTA) to establish an advisory committee—the California Council on the Future of Transportation—to provide the Governor and Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles (AVs) are deployed, they enhance the state’s efforts to increase road and transit safety, promote equity, and meet public health and environmental objectives.

Status: Held in Committee – Assembly Appropriations

[SB-227 \(Jones\) - Off-highway vehicles.](#)

This bill makes various changes to the identification and operation of certain off-highway vehicles (OHV), as specified.

Status: Held in Committee – Assembly Appropriations

[SB-399 \(Umberg\) - Specialized license plates: professional sports.](#)

This bill would require the Department of Veterans Affairs to apply to the DMV to sponsor a professional sports franchise license plate program pursuant to these provisions.

Status: Held in Committee – Assembly Appropriations

[SB-570 \(Wieckowski\) - Vehicles: equipment.](#)

This bill would exempt autonomous vehicles, as defined, that are not capable of operation with a human driver or occupant in the vehicle, as specified, from certain standards and requirements for the equipment of motor vehicles and would provide specified alternative standards for those vehicles, provided that those exemptions or alternative standards are consistent with applicable federal laws or regulations.

Status: Chapter 428, Statutes of 2021

SB-894 (Jones) - Off-highway vehicles.

This bill establishes a process for registering and identifying certain Off-Highway Vehicles which do not comply with air emission regulations.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 894 without my signature.

Beginning January 1, 2027, this bill would require the Department of Motor Vehicles (DMV) to establish a new vehicle registration program for competition off-highway motor vehicles (OHVs) that do not meet California Air Resources Board emission standards to operate on public lands. Additionally, the bill requires that these competition vehicles have a muffler and spark arrestor when operating on public lands.

I recognize the economic benefits OHV competitions bring to rural communities, but I am concerned about the fiscal impact to implement the bill. It is anticipated that there will be fewer than 2,000 annual applications under this program. DMV's implementation costs are anticipated to be significant, and the Off Highway Vehicle Trust Fund is required to reimburse the DMV for those up-front costs. Given the small number of vehicles and the fees set forth in the bill, it may take a decade or more for the OHV Trust Fund to recoup those costs - if at all.

SB-1356 (Grove) - Gross vehicle weight.

This bill would increase the maximum gross weight for a vehicle or combination of vehicles transporting a load composed solely of a petroleum-based fuel to 88,000 pounds.

Status: Failed Passage in Senate Transportation Committee

AB-232 (Gallagher) - Off-highway vehicles: reciprocity.

This bill limits California's recognition of off-highway vehicle registration by other states to those states which reciprocally recognize California's off-highway vehicle registration.

Status: Chapter 739, Statutes of 2021

AB-798 (Ramos) - Vehicles: fire department: federally recognized tribes.

This bill authorizes federally recognized tribes to operate, inspect, maintain, and drive emergency vehicles used in responding to emergency calls for fire or law enforcement.

Status: Chapter 282, Statutes of 2021

AB-984 (Luz Rivas) - Vehicle identification and registration: alternative devices.

This bill requires the Department of Motor Vehicles (DMV) to establish a program authorizing an entity to issue devices as alternatives to the conventional license plates, stickers, tabs and registration cards, subject to approval of the California Highway Patrol (CHP).

Status: Chapter 746, Statutes of 2022

AB-2415 (Lackey) - Vehicles: Basic Inspection of Terminals program: agricultural vehicles.

This bill would extend the exemption for agricultural vehicles from the BIT program until January 1, 2026.

Status: Chapter 209, Statutes of 2022

AB-2496 (Petrie-Norris) - Vehicles: exhaust systems.

This bill requires a court, beginning January 1, 2027, to notify the Department of Motor Vehicles (DMV) to place a registration hold on a vehicle found to have a noncompliant modified muffler of muffler installed with a whistle tip until the court has been presented with a certificate of compliance from a referee authorized to test the vehicle.

Status: Chapter 595, Statutes of 2022

AB-2594 (Ting) - Vehicle registration and toll charges.

This bill makes numerous changes to the administration of bridge and toll roads.

Status: Chapter 969, Statutes of 2022

AB-2775 (Quirk-Silva) - Automobiles and recreational vehicles: registration fees.

This bill specifies that a person who verifies they are homeless with the Department of Motor Vehicles (DMV) does not have to pay vehicle registration fees on an automobile or a recreational vehicle (RV).

Status: Vetoed

Governor's Veto Message:

None

AB-2836 (Eduardo Garcia) - Carl Moyer Memorial Air Quality Standards Attainment Program: vehicle registration fees: California tire fee.

This bill extends the various fees that support the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program) for ten years, until January 1, 2034.

Status: Chapter 355, Statutes of 2022