



State Legislative Committee Meeting Agenda

February 1, 2024
2:00 p.m. – 3:00 p.m.

Agenda Items	Recommended Action
1. Chair's Report	Information
2. Update on Sponsored Legislation	Information
3. Update on TIRCP Cycle 7 and Transit Transformation Task Force	Information
4. Other Legislation	Discuss
<ul style="list-style-type: none">• SB 960 (Wiener) Transit Priority Projects.• AB 1550 (Bennett) Renewable Hydrogen.	
5. Reminders	
<ul style="list-style-type: none">• SB 1121 Workgroup Meetings• SB 1121 Technical Workshops<ul style="list-style-type: none">• February 16, 2024 – 10:00 am• February 21, 2024 – 1:00 pm• LCTOP Allocation Request Meetings	
6. Other Business	
7. Association's Bill Matrix	
8. Adjourn	



Senator Scott Wiener, 11th Senate District

Senate Bill 960 – Complete Streets and Transit Priority Policies

SUMMARY

SB 960 strengthens requirements that state-owned surface streets accommodate all road users, including pedestrians, cyclists, and those using public transit.

The bill does this by codifying the California Department of Transportation's (Caltrans) existing Director's Policy for Complete Streets for the state's primary state of good repair program – the State Highway Operation and Protection Program (SHOPP).

SB 960 further directs the department to develop a transit priority policy for state-owned roadways and expedite internal approvals of transit priority and complete streets improvements. Together, these actions will accelerate the development of state routes that are safe for all people and attract more riders to public transit.

BACKGROUND/EXISTING LAW

Elements of Complete Streets

The Complete Streets transportation framework is an approach to planning, designing, constructing, operating, and maintaining transportation facilities in a manner that accounts for all road users, including pedestrians, cyclists, motorists, and transit riders. It also accounts for the needs of communities that have been systematically ignored in the design of the built environment, including the disability community, the aging community, those without access to vehicles, and communities of color.

Complete Streets elements can include sidewalks, bike lanes, bus-only lanes, comfortable and accessible public transportation stops, frequent and safe crosswalks, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, and more.

Previous Legislation and Current Policy

In 2019, the Legislature passed SB 127 (Wiener), which required Caltrans to prioritize safe and connected facilities for pedestrians, bicyclists, and transit riders on all SHOPP projects and in the asset management plan. Such improvements are consistent with recommendations outlined in the State's Climate Action Plan for Transportation Infrastructure (CAPTI). While the bill was not signed into law, the Governor directed the administration through Executive Order N-19-19 and later N-79-20 to implement complete streets elements such as active transportation and transit improvements to help reduce congestion and meet California's climate goals. Caltrans proceeded to develop a Director's Policy for Complete Streets. This policy – which went into effect in December 2021 – states that “all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved.”¹

Additionally, the California Air Resources Board's Scoping plan calls for increased transit service in order to meet emissions reduction goals. Transit priority improvements help speed up buses, reducing the per-mile cost of transit service.

New Design Bulletin

In early 2024, Caltrans released a new design bulletin reflecting updated standards for various complete streets facilities such as bike lanes.² The cover letter for the design bulletin states that the bulletin provides “new flexibility in the design of context-sensitive facilities.” The bulletin further states that “project development teams are encouraged to continue to...exercise design flexibility and engineering judgment in the development of Complete Streets projects.”

Uphill Battle for Complete Streets & Transit Priority

California ranks fifth in the nation for pedestrian

¹ [Director's Policy on Complete Streets](#)

² [Caltrans Design Information Bulletin 94](#)

fatalities. In 2022, 1,100 pedestrians died simply because they dared to walk in California.³ Amidst transit ridership decline and rising pedestrian fatalities, Caltrans has been slow to implement complete streets facilities and transit priority elements in its asset management program of projects. The Department continues to use the wide latitude and discretion afforded it in its policy to avoid implementation of complete streets elements. The result is that most SHOPP projects (55%) have no complete streets elements. Many state-owned roads currently have no or deficient sidewalks, minimal crosswalks, no bike lanes, or any safe facilities for vulnerable road users.

Therefore, legislation is needed to expand and strengthen the Department's efforts to build complete streets and transit priority projects.

Additionally, transit is often stuck in traffic, creating a slow, frustrating, and stressful experience for riders and making transit less attractive. Caltrans has engaged in preliminary stakeholder engagement to develop a transit priority policy. The timeline for development of this policy – or its specific objectives – is currently unclear. Amidst a backdrop of transit ridership struggling to rebound and car ownership costing more than it ever has, it is imperative that this process proceed swiftly.

SOLUTION

Strengthening Complete Streets Policy

SB 960 codifies the Department's commitment to implement complete streets by requiring Caltrans to prioritize the implementation of safe, convenient, and connected facilities for pedestrians, bicyclists, and transit users on all SHOPP projects.

SB 960 requires Caltrans to set 4-year and 10-year targets and performance measures reflecting complete streets assets. SB 960 further requires the Department to establish a streamlined process for the approval of pedestrian facilities, traffic calming improvements, bicycle facilities, and transit priority treatments at locations where state-owned facilities intersect with local facilities.

Prioritizing Transit Priority

SB 960 directs Caltrans to develop – by January 1, 2026 – a transit priority policy with performance

targets to improve transit travel time reliability, speeds, reduced transit and rider delay, and improved accessibility at stops, stations, and boarding facilities.

Further, the bill requires Caltrans to establish automatic and expedited design exceptions and a streamlined approval process for transit priority improvements.

SUPPORT

- Calbike (co-sponsor)
- SPUR (co-sponsor)
- Streets For All (co-sponsor)
- AARP California (co-sponsor)
- KidSafe SF (co-sponsor)
- Walk SF (co-sponsor)
- Natural Resources Defense Council
- San Francisco Mayor London Breed
- TransForm

FOR MORE INFORMATION

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³ [Governor's Highway Safety Association Report](#)

Assemblymember Steve Bennett

38th Assembly District



AB 1550: Green Hydrogen

SUMMARY

Assembly Bill 1550 would require, by 2045, all hydrogen used and produced in the state for the generation of electricity or transportation fuel to be produced using renewable resources, without fossil fuels.

BACKGROUND

California currently has a goal of achieving a [40 percent reduction below 1990 levels by 2030](#) in 2016 and has established a goal of generating electricity [via renewable resources](#). CARB has additionally established the [Low Carbon Fuel Standard](#) (LCFS), to reduce emissions in the transportation sector, which account for almost 40% of the state's emissions.

Lingering emissions from past years have intensified the effects of climate change in California. Minimizing these climate consequences requires aggressive adoption of green technologies. Renewable resources like wind and solar energy, coupled with battery storage will be important for reducing emissions. Unfortunately, the state will need more renewable and long duration solutions (multiple days of energy storage) to avoid curtailing, or turning off, millions of hours of excess energy.

Both current LCFS proceedings and the draft scoping plan include hydrogen as way to reduce emissions in fueling and in our energy sector. When used in a fuel cell [hydrogen's only emission is water vapor](#). Though, similar to electricity, hydrogen can be produced through the use of various different inputs, including oil, gas, renewable natural gas, biogas, solar, wind, and hydroelectric power. Some of these inputs can also be paired with sequestration solutions, but the emissions of hydrogen is very dependent on the original source used to derive it.

To reduce the climate impact of hydrogen, the European Union has limited the pathways used to create hydrogen, and adopted a set of guardrails known as the three pillars. These three pillars, are known as additionality (requiring new resources to be added to the grid), geographic deliverability (requiring that the energy "used" can actually be delivered to the site of the hydrogen production), and hourly matching (requiring that hydrogen prove that it used a renewable resource when being produced).

Specifically, the pillars limit the emissions of hydrogen, limit the cost to utility rate payers by preventing hydrogen from taking grid resources that rate payers have paid for, and limit the risk of shifting emissions to different sectors or locations. In December 2023 the IRS also proposed the three pillars in their draft of a federal hydrogen tax credit, recognizing the value in preventing undo harm from hydrogen production.

THIS BILL

AB 1550 aligns California's definition more closely with the European Union's definition of hydrogen and with draft standards for a federal tax incentive by:

- Excluding the use of fossil fuels;
- Allowing only RPS eligible resources;
- Limiting production to either electrolysis (using electricity to create hydrogen), or the direct conversion of biological sources (biomass, landfill gas, and waste water gas); provides an opportunity for California to define the type of hydrogen that will be used in our energy sector and for fueling
- Incorporates Hydrogen into the Renewable Portfolio Standard (providing a market of purchasers);
- Adopting the three pillars:
 - Requiring hydrogen to use new resources, curtailed power, or a repowered facility.
 - Requiring hydrogen production to show that the energy they claim to use can actually be delivered to California.
 - Requiring hydrogen to be matched with a renewable resource at the time of production.

AB 1550 provides an opportunity for California to define the type of hydrogen that will be used in our energy sector and for fueling.

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SUPPORT

California EnviroVoters
Support if Amended – NRDC

OPPOSITION

State Building Trades
California Hydrogen Business Council
California Hydrogen Coalition
Renewable Natural Gas Coalition
Agricultural Consumers Association
Bioenergy Association
True Zero
H Cycle
Linde
Clean Energy
Cal Chamber
Western State Petroleum Association
BayoTech
Western Propane Gas Association
California Fuels Convenience Alliance
California Manufacturers and Technology Association
California Compost Coalition
California Renewable Transportation Alliance
Plug Power
Ballard
Hyzon
US Energy
Oberon Fuels
Yosemite Clean Energy Hexagon Agility
Powertap Hydrogen

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Information on LCTOP Allocation Request Workshops

Allocation Request (AR) Workshops are a great place to learn what is new on the AR, tips and tricks to make the AR easier to complete, and get answers to your agency's questions about proposed projects or issues with the AR. Please see AR Workshop schedule below.

FY 23-24 LCTOP Allocation Request Workshops

#	Dist.	Location	Agency	Date	Time
1	4	111 Grand Ave #300, Oakland, CA 94612 (Parkview Conference Room)	Caltrans District 4	Feb 6	10AM – 12 PM
2	3	703 B St. Marysville, CA 95901 (Cedar Ridge Training Room)	Caltrans District 3	Feb 8	10AM – 12PM
3	6	707 W. Acequia Ave, Visalia, CA 93291 (City Council Chambers)	City of Visalia	Feb 13	1PM – 3PM
4	10	421 East Webster Ave, Stockton, CA 95202 (Training Room)	San Joaquin Region Transit District	Feb 15	10AM – 12PM
5	8	1170 W. Third Street, 2nd Floor San Bernardino, CA 92410	San Bernardin County Transportation Authority	Feb 21	1PM – 3PM
6	7	100 North Garfield Ave. Pasadena, CA 91101	City of Pasadena	Feb 22	10AM – 12PM
7	V	Virtual Meeting TEAMS	Caltrans HQ	Feb 29	10AM – 12PM