

MCTC Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
AB 39 (Zbur) General Plans: Local Electrification Planning Act	7/3/25 Senate Utilities and Commerce	This bill, the Local Electrification Planning Act, would require each local jurisdiction to prepare and adopt a specified plan, or integrate a plan in the subsequent adoption or revision of the general plan, that includes the identification of opportunities to expand electric vehicle charging and other zero-emission vehicle fueling infrastructure, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups.	Watch
AB 259 (Rubio) Open meetings: local agencies: teleconferences	7/3/25 Senate Local Government	This bill would extend the January 1, 2026 sunset under the Brown Act for local agencies to use teleconferencing as an option for participation until January 1, 2030, thus extending the current practice of hybrid meetings indefinitely.	Support
AB 289 (Haney) State highway work zone speed safety program	7/9/25 Senate Judiciary	This bill would authorize Caltrans to establish a speed safety system pilot program for automated speed enforcement in up to 75 state highway construction or maintenance areas. The bill would require Caltrans to consult with the California Highway Patrol and other relevant stakeholders in developing the guidelines.	Support
AB 314 (Arambula) CEQA: major transit stop	5/23/25 Assembly Appropriations Held in Committee	This bill makes transit capital projects and transit-oriented development projects aimed at building infrastructure, increasing pedestrian access, or similar purposes near planned high-speed rail stations that meet specified criteria eligible for funding under the Affordable Housing and Sustainable Communities (AHSC) program. It also deems these projects as receiving credit for reducing greenhouse gas emissions due to proximity to high-speed rail service, irrespective of when the planned high-speed rail station is operational.	Support
AB 377 (Tangipa) High-Speed Rail Authority: business plan	7/8/25 Assembly Floor	This bill would require the High-Speed Rail Authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap.	Watch

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AB 609 (Wicks) California Environmental Quality Act: exemption: housing development projects	5/6/25 Senate Rules Two-year bill	This bill would provide a California Environmental Quality Act (CEQA) exemption for housing development projects on sites up to 20 acres, which meets specified criteria included that the site is located within an incorporated municipality or an urban area (as defined by the US Census Bureau), and the site has previously been developed with an urban use or at least 75% of the perimeter of the site adjoins parcels that are developed with urban uses. The bill also provides ventilation requirements for housing that is within 500 feet of a freeway. Elements of this bill were included in AB 130/SB 131.	Watch
AB 891 (Zbur) Transportation: Quick-Build Project Pilot Program	7/8/25 Senate Transportation	This bill would establish the Quick-Build Project Pilot Program to expedite development and implementation of low-cost improvements on the state highway system. The bill would require Caltrans to develop and publish guidance for the deployment of district quick-build projects. The bill would require Caltrans to identify and commit to funding a minimum of 6 quick-build improvements statewide related to the installation of signage, lane markings, and other low-cost measures to improve the safety of bicycle and pedestrian facilities on the state highway system.	Support
AB 954 (Bennett) STIP: bicycle highway pilot program	7/8/25 Senate Transportation	This bill would require, to the extent feasible and consistent with the California Transportation Plan, the department to assess incorporating bicycle highways into strategic interregional corridors within the Interregional transportation strategic plan.	Watch

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AB 1014 (Rogers) Traffic safety: speed limits	7/8/25 Senate Floor	Existing law sets default speed limits for highways and Caltrans must adjust these limits to the nearest 5 miles per hour based on the 85th percentile of traffic speed. Local authorities can lower speed limits if the current limit is deemed too high for safety or specific conditions, such as designating a highway section as a "safety corridor." This bill would allow Caltrans to similarly lower or keep speed limits under specific circumstances and introduces additional criteria for defining "safety corridor." It permits further reductions of 5 miles per hour for safety concerns, such as safe pedestrian crossings. The bill allows setting a 25- or 20-mile-per-hour speed limit on non-freeway highways. As for enforcement, the bill mandates that any peace officer, instead of just the local authority, must issue warning citations for the first 30 days of a new lower speed limit.	Watch
AB 1244 (Wicks) California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program	7/2/25 Senate Housing Two-year bill	This bill allows a development project that is required to mitigate transportation impacts to elect to contribute an amount, at a price per vehicle miles travelled (VMT) determined by the Office of Land Use and Climate Innovation (LCI), to the Transit Oriented Development (TOD) Implementation fund for allocation to a local infill housing development. Elements of this bill were included in AB 130/SB 131.	Watch
AB 1275 (Elhawary) Regional housing needs: regional transportation plan	7/2/25 Senate Appropriations	This bill would require the Department of Housing and Community Development (HCD) to determine the existing and projected housing need for each region with a council of government (COG) three years prior to the region's housing element update, instead of two years under existing law, and makes changes to how the transportation and job projections in a region's sustainable communities strategy (SCS) must be incorporated into each COG's final regional housing needs allocation (RHNA) plan.	Watch

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SB 71 (Wiener) California Environmental Quality Act: exemptions: transit projects	7/3/25 Assembly Natural Resources	This bill would remove the January 1, 2030 sunset on existing California Environmental Quality Act (CEQA) exemptions for various transportation plans and projects; retain a January 1, 2032, sunset for transportation projects using near-zero emission, natural gas, or low-NOx technology; and expand the existing exemption to include changes to plans redesigning transit networks and for projects for micro transit, paratransit, shuttles, and ferries.	Support
SB 79 (Wiener) Local government land: public transit use: housing development: transit-oriented development	7/3/25 Assembly Local Government	This bill would allow more housing to be built near major public transportation stops by establishing state standards for transit-oriented zoning around major transit stops, especially train stations. This bill requires zoning for multifamily residential uses near major transit stops on any site zoned for residential, mixed-use, commercial, or light industrial development up to a specified height, density, and floor area ratio. The bill authorizes transit agencies to develop at the same or greater density on land they own or have a permanent operating easement on. Currently, zero-emission trains have a CEQA exemption.	Watch
SB 239 (Arreguín) Open meetings: teleconferencing: subsidiary body	5/8/25 Senate Floor Two-year bill	This bill is a Brown Act bill that would allow for subsidiary bodies of a local agency that serves exclusively in an advisory capacity to use teleconferencing rather than in-person attendance to conduct meetings, provided that the body designates at least one physical location where members of the public may physically attend and that each member of the subsidiary body participate through both audio and visual technology. The bill would exempt from these alternative teleconferencing provisions a subsidiary body that has subject matter jurisdiction over police oversight, elections, or budgets. The bill would require any final recommendations adopted by a subsidiary body to be presented at a regular meeting of the legislative body that established the subsidiary body. The bill would sunset on January 1, 2030, and thereby remove the authorization for subsidiary bodies to use these alternative teleconferencing provisions	Support

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SB 445 (Wiener) Transportation: planning: complete streets facilities: sustainable transportation projects	7/8/2025 Assembly Transportation	This bill would require Caltrans to develop and adopt project intake, evaluation, and encroachment review process for complete streets. The bill would state the intent of the Legislature to amend this bill with legislation that accelerates and makes more reliable third-party permits and approvals for preconstruction and construction activities on sustainable transportation projects.	Watch
SB 512 (Perez) District elections: initiatives	7/9/2025 Assembly Elections	This bill would authorize the voters of any district that has authority to impose a transactions and use tax for transportation purposes to impose a retail transactions and use tax by an initiative measure. The bill would prohibit the initiative tax from exceeding the maximum authorized rate for a tax imposed by an ordinance enacted by the governing body of the district, and the bill would require the initiative measure to contain all spending limitations and accountability standards applicable to a tax imposed by an ordinance enacted by the governing body.	Watch
SB 545 (Cortese) High-Speed Rail: economic opportunities	7/8/25 Assembly Local Government	This bill would require the Office of Land Use and Climate Innovation, on or before July 1, 2026, to commission a study on economic opportunities along the high-speed rail alignment, as provided. The bill would require an infrastructure district established in support of the high-speed rail project to include local improvements among the eligible projects to be funded by district revenues. The bill would require any revenues collected beyond the establishment of an infrastructure district to be committed to the ongoing maintenance and operation of the high-speed rail system.	Support

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SB 707 (Durazo) Open meetings: meeting and teleconference requirements	7/8/25 Assembly Local Government	This bill would make numerous changes to the Brown Act, including the following: This bill would revise the definition of a legislative body and would specify that bodies with certain subject matter jurisdiction, including budgets, and some advisory are legislative bodies. This bill would also include as a “meeting” any conversation between members of a legislative body regarding, among other things, the compensation of a local agency executive, and the appointment, employment, evaluation of performance, discipline, or dismissal of a public employee This bill would also require the agenda to be provided in all languages spoken jointly by 20% or more of the population in the county in which the local agency is located that, among other things, speaks English less than “very well,” as specified, and except as provided. This bill would require a body, when report an action taken in closed session to also include an estimate of the fiscal impact of the action taken. The bill would also prohibit a legislative body of a local agency from calling a special meeting regarding the evaluation of performance, discipline, or dismissal of a local agency executive, or a member of the legislative body. The bill would prohibit a legislative body from, among other things, considering the appointment, employment, evaluation of performance, discipline, or dismissal of a public employee, at a special meeting, unless the item is properly before the legislative body, as specified, and certain criteria are met, including that at least 4 /5 of the legislative body vote at the start of the meeting to proceed with the meeting.	Watch
SB 752 (Richardson) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses	5/23/25 Senate Appropriations Held in Committee	This bill would extend the sales tax exemption on zero-emission bus purchases from January 1, 2026, to January 1, 2028.	Support