

MCTC Bill Matrix –October 2024

Measure	Status	Bill Summary	Recommended Position
AB 6 (Friedman) Transportation Planning: regional transportation plans: Solutions for Congested Corridors	7/5/2023 Senate Transportation Failed Passage	As amended on May 30, this bill would strengthen the authority of the California Air Resources Board (CARB) over Sustainable Communities Strategies (SCS) submitted by metropolitan planning organizations (MPO) by allowing CARB to reject an SCS if it determines that the SCS is unlikely to be implemented. The bill also removes the 2050 sunset on updating regional greenhouse gas emission targets, allows CARB to dismiss projects that have environmental clearance if CARB does not want it included in an SCS, and requires wildlife crossings to be considered in an SCS.	Oppose
AB 7 (Friedman) Transportation: project selection processes	8/31/24 Senate Floor Failed Passage	As amended on September 1, this bill would require the California State Transportation Agency (CalSTA), the Department of Transportation (Caltrans), and the California Transportation Commission (CTC) to incorporate principles outlined in the Climate Action Plan for Transportation Infrastructure (CAPTI), the federal Infrastructure Investment and Jobs Act of 2021 (IIJA), and the federal Justice40 initiative into their existing program funding guidelines and processes.	Oppose
AB 817 (Pacheco) Open meetings: teleconferencing: subsidiary body	7/5/24 Senate Local Government Failed Passage	This bill allows, until January 1, 2026, a subsidiary body of a local agency to teleconference without meeting all the teleconferencing requirements of the Ralph M. Brown Act (Brown Act). A subsidiary body is defined as a commission, committee, board, or other body of a local agency, whether permanent or temporary, decision-making or advisory, created by charter, ordinance, resolution, or formal action of a legislative body that does not take final action on behalf of a local entity.	Watch
AB 985 (Arambula) San Joaquin Valley Unified Air Pollution Control District: emission reduction credit system.	8/31/24 Assembly Floor- Failed passage	As amended on July 6, 2023, the bill would require the State Air Resources Board to conduct an analysis, no later than January 1, 2027, of each credit identified in the San Joaquin Valley Air Pollution Control District’s ledger of available emission reduction credits to determine if any credits were issued in violation of state, local, or district laws, rules, regulations, or procedures in place at the time of original issuance. Upon completion of the analysis, the State Air Resources Board to submit a report to the legislature with a summary of the results.	Oppose

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AB 1904 (Ward) Transit buses: yield right-of-way sign	9/25/24 Signed by the Governor Chapter 555, Statutes of 2024	This bill would allow transit agencies statewide to equip buses with a yield right-of-way sign on the left rear of the bus designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers.	Watch
AB 2290 (Friedman) Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program	8/15/24 Senate Appropriations Failed Passage	As amended on June 13, this bill would prohibit, on or after January 1, 2026, the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project unless the bikeway or road marking is on a highway with a design speed limit of 25 miles per hour or less or the project will implement improvements to reduce the design speed limit to 25 miles per hour or less. A Class III bikeway is defined as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.	Oppose
AB 2401 (Ting) Clean Cars 4 All Program	9/22/24 Vetoed	As amended on August 5, this bill would require the implementing regulations for the Clean Cars 4 All Program to additionally ensure that, among other things, incentives provided under the program are available in all areas of the state and that, in those areas where a local air district has not elected to manage the distribution of incentives, the state board manages the distribution of incentives to eligible residents of those areas, and would make certain conforming changes in that regard. The bill would require the Air Resources Board to update the guidelines no later January 1, 2026.	Watch
AB 2485 (Carrillo) Regional housing need: determination	7/5/24 Senate Appropriations Failed Passage	As amended on July 3, this bill would for the 8th and subsequent revisions of the regional needs assessment (RHNA), require the Department of Housing and Community Development to convene and engage stakeholders to consider improvements to the process of determining the existing and projected housing need for each region before determining any region’s existing projected housing need. HCD would be required to post a summary of its findings and determination on the internet prior to finalization of the regional determination.	Support

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<p>AB 2535 (Bonta) Trade Corridor Enhancement Program</p>	<p>5/16/24 Assembly Appropriations Failed Passage</p>	<p>As amended April 24, this bill proposes to alter the Trade Corridor Enhancement Program (TCEP) to allow investment targets into zero-emission freight infrastructure. The minimum investment target is 15%, increasing by 5% each cycle until it reaches 50%.</p> <p>Additionally, starting on January 1, 2025, the Department of Housing and Community Development (HCD) and State Air Resources Board (ARB) would create guidance for programming projects that expand a highway's physical footprint to address the impact on the highest 10 percent of CalEnviroScreen communities. This guidance must be incorporated into the January 1, 2028, programming cycle, which is Cycle 5.</p> <p>Lastly, the bill would require the applicant agency to complete the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) within six months of the California Transportation Commission (CTC) adopting the TCEP program of projects as a condition of CTC funding for design, right-of-way, and capital construction costs.</p>	<p align="center">Oppose</p>
<p>AB 2815 (Petrie-Norris) Clean Transportation Program: electric vehicle charging infrastructure</p>	<p>8/15/24 Senate Appropriations Failed Passage</p>	<p>As amended on July 2, this bill would require the State Energy Resources Conservation and Development Commission to provide funding through a new or existing program under the Clean Transportation Program for repair or replacement of nonoperational electric vehicle charging stations that are at least 5 years old, that were installed before January 1, 2024, and that are in a publicly available parking space. The bill would require the commission to allocate at least 50% of that funding to low-income communities and disadvantaged communities. The bill would prohibit the commission from expending more than 20% of the amount appropriated for purposes of the Clean Transportation Program in any fiscal year on the repair or replacement program.</p>	<p align="center">Watch</p>
<p>AB 2900 (Soria) Toxic air contaminant emissions: California's central valley</p>	<p>9/27/24 Signed by the Governor Chapter 746, Statutes of 2024</p>	<p>As amended on May 16, this bill would require the California Air Resources Board, in order to minimize the impact of the energy transition on the supply chains in the critical agricultural sector and ensure that disadvantaged communities equitably share in the benefits of and investments in emission reductions, to establish the Small Agricultural Truck Fleet Assistance Program to provide dedicated technical and funding assistance, upon an appropriation by the Legislature for this purpose, to owner-operators or owners of small fleets to support the transition to cleaner emission-compliant trucks, as provided.</p>	<p align="center">Watch</p>

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SB 768 (Caballero) California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study	9/27/24 Signed by the Governor Chapter 773, Statutes of 2024	As amended on August 22, 2024, this bill would require the Department of Housing and Community Development by January 1, 2028, to conduct and submit to the Legislature a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to CEQA. The bill would require the study to include, among other things, an analysis of the differences in the availability and feasibility of mitigation measures for vehicle miles traveled in rural, suburban, and urban areas. The bill would repeal those provisions on January 1, 2029.	Support
SB 960 (Wiener) Transportation: planning: transit priority projects: multimodal	9/27/24 Signed by the Governor Chapter 630, Statutes of 2024	As amended August 22, this bill would require Caltrans to adopt a transit priority policy to guide the implementation of transit priority facilities on the state highway system. The bill would require inclusion of bicycle, pedestrian, and transit priority facilities in the Transportation Asset Management Plan (TAMP), the State Highway System Management Plan (SHSMP), and the plain language performance report of the State Highway Operation and Protection Program (SHOPP). This bill would also require any project in the SHOPP to include bicycle, pedestrian, and transit priority facilities. The bill would require Caltrans to designate an encroachment permit manager in each district, require that entrances and exits interacting with local roads are address, and specifies that the bill pertains to facilities that are accessible to bicyclists and pedestrians. Targeted outreach to disadvantaged communities is required and Caltrans must publish on its website the status of projects and document cases when a complete streets project is not feasible.	Watch
SB 1159 (Dodd) California Environmental Quality Act: roadside wildfire risk reduction projects	8/15/24 Assembly Appropriations Failed Passage	As amended on April 24, this bill would require the Secretary of Natural Resources Agency and Governor’s Office of Planning and Research (OPR), in consultation with the Department of Fish and Wildlife, the Department of Forestry and Fire Protection, the State Water Resources Control Board, and other relevant state agencies, to consider including roadside public or private projects no more than five miles from a municipality or census designated place undertaken solely for the purpose of wildfire risk reduction in the classes of projects subject to a categorical CEQA exemption if specified requirements are met.	Watch

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SB 1216 (Blakespear) Transportation projects: Class III bikeways: prohibition	8/29/24 Signed by the Governor Chapter 788, Statutes of 2024	As amended on August 22, this bill prohibits an agency from installing a sharrow on a highway where bicycle travel is permitted that has a posted speed limit greater than 30 miles per hour (mph) except at or near an intersection for the purpose of connecting a Class I, Class II, or Class IV bikeway through the intersection.	Oppose