

MCTC Bill Matrix – October 2025

Measure	Status	Bill Summary	Recommended Position
AB 39 (Zbur) General Plans: Local Electrification Planning Act	10/6/25 Signed by the Governor Chapter 356, Statutes of 2025	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 Two-year bill	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. With the enactment of SB 707, this bill will be used for a different purpose.	Support
AB 289 (Haney) State highway work zone speed safety program	10/13/25 Signed by the Governor Chapter 684, Statutes of 2025	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) Affordable Housing and Sustainable Communities Program: project eligibility	5/23/25 Assembly Appropriations Failed Passage	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. AB 130 included CEQA exemptions for high-speed rail stations.	Support

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AB 377 (Tangipa) High-Speed Rail Authority: business plan	7/30/25 Signed by the Governor Chapter 81, Statutes of 2025	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
AB 609 (Wicks) California Environmental Quality Act: exemption: housing development projects	5/20/25 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	8/29/25 Senate Appropriations Failed Passage	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	8/29/25 Senate Floor Inactive File	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	10/3/25 Signed by Governor Chapter 287, Statutes of 2025	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 1207 (Irwin) Cap and Invest Reauthorization	9/19/25 Signed by Governor Chapter 117, Statutes of 2025	This bill would extend the newly branded Cap and Invest program through 2045 and reform the use and accountability of auction credits. It would also provide greater oversight on the California Air Resources Board (CARB), requiring the agency to appear before the legislature to discuss the administration of the program.	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

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AB 1275 (Elhawary) Regional housing needs: regional transportation plan	10/10/25 Signed by Governor Chapter 593, Statutes of 2025	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
AB 1421 (Wilson) Vehicles: Road Usage Charge Technical Advisory Committee	3/13/25 Assembly Transportation Two-year bill	This bill would extend the operation of the Road User Technical Advisory Committee from January 1, 2027, to January 1, 2035.	Watch
SB 71 (Wiener) California Environmental Quality Act: exemptions: transit projects	10/13/25 Signed by Governor Chapter 742, Statutes of 2025	This bill would remove the January 1, 2030 sunset on existing California Environmental Quality Act (CEQA) exemptions for various transportation plans and projects; and expands 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	10/10/25 Signed by Governor Chapter 512, Statutes of 2025	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

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SB 239 (Arreguín) Open meetings: teleconferencing: subsidiary body	6/3/25 Senate Floor Inactive file	<p>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.</p> <p>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.</p> <p>The bill would sunset on January 1, 2030, and thereby remove the authorization for subsidiary bodies to use these alternative teleconferencing provisions. This bill will be used for a different purpose with the signing of SB 707.</p>	Support
SB 445 (Wiener) Transportation: planning: complete streets facilities: sustainable transportation projects	8/29/25 Assembly Appropriations Failed Passage	<p>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.</p>	Watch
SB 512 (Perez) District elections: initiatives	10/13/25 Vetoed	<p>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. The bill would also require that an initiative measure contain substantive accountability standards, including, but not limited to the inclusion of a transportation expenditure plan that specifies the purposes for which the revenues will be used, but not including any procedural requirement such as a requirement that the expenditure plan be approved by local agencies.</p>	Watch

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SB 545 (Cortese) High-Speed Rail: economic opportunities	8/29/25 Assembly Appropriations Failed Passage	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

<p>SB 707 (Durazo)</p> <p>Open meetings: meeting and teleconference requirements</p>	<p>10/3/25</p> <p>Signed by the Governor</p> <p>Chapter 327, Statutes of 2025</p>	<p>As amended on September 5, this bill includes, among other proposed changes, new public access and participation requirements, new exempts from certain teleconferencing requirements for subsidiary bodies and multijurisdictional bodies, extensions of exemptions from certain teleconferencing requirements for specified legislative bodies or under specific circumstances.</p> <p>This bill would require the translation of agendas for “eligible legislative bodies” into languages, as specified. This provision defines eligible legislative bodies based on city and county populations, and for special districts, the number of employees (1,000 or more), the number of employees (more than 200) and population (600,000 or more), population, or revenue (\$400,000,000 annually).</p> <p>This bill would also extend to January 1, 2030, the teleconferencing flexibility provisions allowing remote participation of an individual member of a legislative body based on “just cause” and “emergency circumstances”, and expands “just cause” to include military service.</p> <p>The bill would expand the requirement for a legislative body to orally report a summary of a recommendation for a final action on salaries, salary schedules, or compensation paid in the form of fringe benefits for a local agency executive to also include a department head or similar administrative officer of the local agency,</p> <p>This bill would allow an eligible multijurisdictional body to conduct a teleconference meeting provided that specified requirements are met, including, but not limited to, that the body has adopted, in a regular meeting, a resolution authorizing teleconferencing; a quorum of the body must participate from one or more physical locations that are open to the public and within the boundaries of the agency; the agenda identifies each member participating remotely; the member participates through both audio and visual technology; and the member must be participating at least 20 miles away from any physical meeting location. Additionally, the bill would limit the number of meetings per year a member can participate solely by teleconference based on the number of times the body meets per month. For a body meeting once per month, that limit would be two meetings per year. This section would only remain in effect until January 1, 2030.</p> <p>This bill would clarify that the existing authority of a legislative body to remove or limit participation of a disruptive individual also applies to members of the public participating remotely.</p>	<p>Watch</p>
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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 Failed Passage	This bill would extend the sales tax exemption on zero-emission bus purchases from January 1, 2026, to January 1, 2028.	Support
SB 840 (Limón, et al.) Greenhouse gases: Greenhouse Gas Reduction Fund Expenditure Plan	9/19/25 Signed by the Governor Chapter 121, Statutes of 2025	<p>This bill would establish a new structure for allocating the Greenhouse Gas Reduction Fund (GGRF) beginning with the 2026-27 fiscal year, including \$1 billion for high-speed rail, \$1 billion reserved for discretionary appropriation, \$1.85 billion in commitments to other major categories consistent with previous appropriations, and \$125 million in new funding and \$250 million in financial incentives for local air districts to fund community emissions reduction programs.</p> <p>The Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP) are provided with a ceiling of funding (\$400M and \$200M, respectively, which is approximately the 10% and 5% each program receives through the existing continuous appropriation. By having line-items, these programs have a ceiling, but no floor, based on available revenue.</p>	Watch