

**MCTC Bill Matrix – September 2023**

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 6 (Friedman)</b>  <b>Transportation Planning: regional transportation plans: Solutions for Congested Corridors</b></p>	<p>6/14/23                      Senate Transportation                      Two-year bill</p>	<p>As amended on March 16, this bill would require the State Air Resources Board (ARB) to establish additional greenhouse gas emission targets for automobiles and light trucks. The bill adds a 60-day timeline before the public participation process for a Metropolitan Planning Organization (MPO) to submit its technical methodology to ARB to determine greenhouse gas emissions reductions. An MPO must submit its sustainable communities strategy to ARB within 120 days of adoption, and ARB would be provided with 180 days, rather than 60, to review a sustainable communities strategy. This bill would require each Solutions for Congested Corridors project nomination to demonstrate how the project would contribute to achieving the state’s greenhouse gas emission reduction targets.</p>	<p align="center"><b>Oppose</b></p>
<p><b>AB 7 (Friedman)</b>  <b>Transportation: project selection processes</b></p>	<p>9/11/23                      Senate Floor                      Two-year bill</p>	<p>This bill would require the project selection process for each transportation project that would be funded from specified funding sources, including the State Highway Account, the Road Maintenance and Rehabilitation Account, and the Trade Corridor Enhancement Account, to incorporate specified principles: improving safety and resilience of highway system, accelerating environmental review through the One Federal Decision framework, making streets accessible compliant with the Americans with Disabilities Act, addressing storm runoff, electric vehicle charging stations, and reconnecting disadvantaged communities in the planning, projects election, and design process.</p>	<p align="center"><b>Watch</b></p>
<p><b>AB 9 (Murasutchi)</b>  <b>California Global Warming Solutions Act of 2006: emissions limit</b></p>	<p>5/18/23                      Assembly Appropriations                      Failed passage</p>	<p>This bill would require the California Air Resources Board to assess whether the supply of emission allowances and carbon offsets under the Cap-and-Trade Program are consistent with a linear trajectory toward the statewide greenhouse gas emissions reduction goal established in the ARB’s most recent scoping plan, rules for banking allowances to use for future compliance, and recommendations made by the Independent Emissions Market Advisory Committee and the ARB’s environmental justice advisory committee.</p>	<p align="center"><b>Watch</b></p>

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<b>AB 53 (Fong)</b> <b>Motor Vehicle Fuel Tax Law: suspension of tax</b>	3/30/23 Assembly Transportation Two-year bill	This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer be passed on to the end consumer and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise been applied to the transaction.	<b>Oppose</b>
<b>AB 69 (Waldron)</b> <b>Transportation: traffic signal synchronization: roadway improvement projects</b>	2/2/23 Assembly Transportation Two-year bill	This bill would authorize moneys in the Greenhouse Gas Reduction Fund to be allocated for an investment in a traffic signal synchronization component that is part of a roadway improvement project requiring multiple signals, including multimodal redevelopment projects, rail trail projects, urban renewal projects, or a project near transit facilities, if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect.	<b>Watch</b>
<b>AB 295 (Fong)</b> <b>Caltrans: maintenance projects</b>	7/11/23 Senate Transportation	As amended on April 10, this bill would require Caltrans to establish a rapid response unit within the Division of Maintenance to expedite roadside maintenance and the removal and clearing of material. The bill would authorize local governmental entities, fire protection districts, fire safe councils, and tribal entities to notify Caltrans of those projects related to roadside maintenance and the removal and clearing of material that have not been completed in an efficient and timely manner if the continued failure to complete these projects poses a clear and imminent danger.	<b>Watch</b>

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<b>AB 557 (Hart)</b> <b>Open Meetings: local agencies: teleconferences</b>	9/14/23 Governor’s Desk	This bill would remove the January 1, 2024, sunset on the Brown Act exemptions for boards to meet virtually during a declared state of emergency declaration provided under AB 361 (Rivas), Chapter 165, Statutes of 2021.	<b>Support</b>
<b>AB 610 (Holden)</b> <b>Youth Transit Pass Pilot Program: free youth transit passes</b>	9/11/23 Senate Floor Two-year bill	Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by Caltrans for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program. Riders under the age of 18 would be authorized to use a system for free.	<b>Watch</b>
<b>AB 744 (Carillo)</b> <b>California Transportation Commission: data, modeling, and analytic software tools procurement</b>	9/14/23 Governor’s Desk	Requires the California Transportation Commission (CTC), to convene relevant state agencies to assess the procurement and implementation of data, modeling, and analytic software tools to support various state goals, and requires the CTC to develop, by July 1, 2025, a proposal to procure and a process to provide access to data, modeling, and analytic software tools	<b>Watch</b>
<b>AB 761 (Friedman)</b> <b>Transit Transformation Task Force</b>	9/14/23 Senate Rules Two-year bill	This bill would require the Secretary of the California State Transportation Agency to establish and convene the Transit Transformation Task Force to include representatives from Caltrans, the Controller’s office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The task force would be required to develop a process for early engagement to develop policies to grow transit ridership and improve the transit experience for all users of those services.	<b>Watch</b>

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<p><b>AB 817 (Pacheco)</b>  <b>Open meetings: teleconferencing: subsidiary body</b></p>	<p>4/25/23                      Assembly Local Government                      Two-year bill</p>	<p>This bill would authorize a subsidiary body to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter.</p>	<p align="center"><b>Watch</b></p>
<p><b>AB 930 (Friedman)</b>  <b>Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts</b></p>	<p>4/27/23                      Assembly Appropriations                      Failed passage</p>	<p>As amended on April 26, this bill would authorize the legislative bodies of 2 or more local governments, defined to include cities or counties, to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California district (RISE district) in accordance with specified procedures. The bill would require all projects that receive funding from a RISE district to either be located within 1/2 mile of public transit or at least 75% of the site of the development to adjoin parcels that are developed with urban uses. The bill would require the Office of Planning and Research (OPR) to develop standards for the formation of RISE districts. The bill would provide for the establishment of a governing board of a RISE district with representatives of each participating local government.</p>	<p align="center"><b>Watch</b></p>
<p><b>AB 1335 (Zbur)</b>  <b>Local government: transportation planning and land use: sustainable communities strategy</b></p>	<p>7/12/23                      Senate Appropriations                      Failed passage</p>	<p>This bill would require each transportation planning agency to follow certain population projection procedures when updating the regional transportation plan. The bill would require the sustainable communities strategy to be based on population projections produced by the Department of Finance and regional population forecasts used in determining applicable city and county regional housing needs. The bill would impose similar reconciliation procedures when there are differences in the population forecast provided by the council of governments and the Department of Finance.</p>	<p align="center"><b>Oppose</b></p>

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<p><b>AB 1379 (Papan)</b>  <b>Open meetings: local agencies teleconferencing</b></p>	<p>4/24/23                      Assembly Local Government                      Two-year bill</p>	<p>This bill, with respect to Brown Act provisions on teleconferencing, would require a legislative body electing to use teleconferencing to post agendas at a singular designated physical meeting location rather than at all teleconference locations. The bill would remove the requirements for the legislative body of the local agency to identify each teleconference location in the notice and agenda, that each teleconference location be accessible to the public, and that at least a quorum of the members participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The bill would instead provide that, for purposes of establishing a quorum of the legislative body, members of the body may participate remotely, at the designated physical location, or at both the designated physical meeting location and remotely. The bill would require the legislative body to have at least 2 meetings per year in which the legislative body’s members are in person at a singular designated physical meeting location.</p>	<p align="center"><b>Watch</b></p>
<p><b>AB 1525 (Bonta)</b>  <b>Transportation Agency: allocations for projects in priority populations</b></p>	<p>4/25/23                      Assembly Appropriations                      Failed passage</p>	<p>As amended on April 19, the bill requires CalSTA to ensure that at least 60% of the moneys allocated for transportation projects are allocated for projects located in priority populations, address an important need of priority populations, as to be defined later by Caltrans and CTC, and provide at least 5 direct, meaningful, and assured benefits, or additional co-benefits, to priority populations. Project is defined as road repairs, installing bike lanes, and developing dedicated bus lanes and bus stations.</p>	<p align="center"><b>Oppose</b></p>
<p><b>ABx1 2 (Fong)</b>  <b>Motor Vehicle Fuel Tax Law: suspension of tax</b></p>	<p>12/6/22                      Assembly Pending Referral</p>	<p>This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer be passed on to the end consumer and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise been applied to the transaction. This bill is identical to AB 53.</p>	<p align="center"><b>Oppose</b></p>

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Measure	Status	Bill Summary	Recommended Position
<b>ACA 1 (Aguiar0Curry)</b> <b>Local government financing: affordable housing and public infrastructure: voter approval</b>	9/14/23  Governor's Desk	This constitutional amendment, subject to voter approval, allows a city, county, or special district, with 55% voter approval, to incur bonded indebtedness or impose specified special taxes to fund projects for affordable housing, permanent supportive housing, or public infrastructure, as specified.	<b>Watch</b>
<b>ACA 1 (Ward)</b> <b>Vote Thresholds</b>	9/14/23  Governor's Desk	This constitutional amendment, subject to voter approval, requires an initiative constitutional amendment to comply with any increased voter approval threshold that it seeks to impose on future ballot measures. Guarantees in the state constitution the ability of local governments to submit advisory questions to voters.	<b>Watch</b>
<b>SB 32 (Jones)</b> <b>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension</b>	4/19/23  Senate Environmental Quality Failed passage	This bill would suspend the Low Carbon Fuel Standard regulations, adopted by the California Air Resources Board to reduce greenhouse gas emissions, for one year. The bill would exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. This bill, like AB 53 and ABx1 2, and identical to SBx1 1, would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill would require that all savings realized based on the suspension of the motor vehicle fuels tax, the suspension of the Low Carbon Fuel Standard regulations, and the exemption of suppliers of transportation fuels from regulations for use of market-based compliance mechanisms by a person other than an end consumer be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws.	<b>Oppose</b>

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<b>SB 411 (Portantino)</b> <b>Open meetings:</b> <b>teleconferences:</b> <b>bodies with appointed membership</b>	9/11/23 Governor’s Desk	This bill would allow local boards with appointed members subject to the Brown Act with a population of over 3 million to meet remotely.	<b>Watch</b>
<b>SB 537 (Becker)</b> <b>Open meetings:</b> <b>local agencies:</b> <b>teleconferences</b>	9/14/23 Senate Floor  Two-year bill	As amended on April 24, this bill would authorize multi-jurisdictional, cross-county legislative bodies to use alternate teleconferencing provisions if the authorizing agency has adopted a resolution. The bill would require a legislative body to provide a record of attendance on its internet website within 7 days after a teleconference meeting. The bill would define “multijurisdictional” to mean a legislative body that includes representatives from more than one county, city, city and county, special district, or a joint powers entity. The bill would require at least a quorum of members of the legislative body to participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The bill would require the legislative body to identify in the agenda each member who plans to participate remotely and to include the address of the publicly accessible building from each member will participate via teleconference. The bill would prohibit a member from participating remotely pursuant to these provisions unless the remote location is the member’s office or another location in a publicly accessible building and is more than 40 miles from the location of the in-person meeting. The bill would repeal these alternative teleconferencing provisions on January 1, 2028.	<b>Support</b>

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Measure	Status	Bill Summary	Recommended Position
<b>SB 617 (Newman)</b> <b>Public contracts: progressive design-build: local and regional agencies</b>	9/7/23 Governor's Desk	As amended on March 30, this bill authorizes a transit district, municipal operator, consolidated agency, joint powers authority, regional transportation agency, or local or regional agency, to use the progressive design-build process. The bill would specify that the authority to use the progressive design-build process does not include inspection services for projects on, or interfacing with, the state highway system. Progressive design-build procurement is defined as a project delivery process in which both the design and construction of a project are procured from a single entity that is selected through a qualifications-based selection at the earliest feasible stage of the project.	<b>Support</b>
<b>SB 670 (Allen)</b> <b>Vehicles miles traveled: maps</b>	5/18/23 Senate Appropriations Failed Passage	As amended on April 27, this bill would require the California Air Resources Board, in consultation with the Office of Planning and Research and Caltrans, to develop a methodology for assessing and spatially representing light-duty vehicle miles traveled and to develop maps accordingly to display average light-duty vehicle miles traveled per capita in the state at the local, regional, and statewide level.	<b>Watch</b>
<b>SB 695 (Gonzalez)</b> <b>Department of Transportation: state highway system: public data portal</b>	9/14/23 Governor's Desk	This bill would require Caltrans to annually prepare and make available information and data about activities on the state highway system on a public data portal from the prior fiscal year. The bill would require Caltrans to prepare and make available data and information on a public data portal on planned, pending projects on the state highway system.	<b>Watch</b>
<b>SB 746 (Eggman)</b> <b>Energy conservation contracts: alternate energy equipment: hydrogen</b>	9/14/23 Governor's Desk	This bill authorizes the Tri-Valley San Joaquin Valley Regional Rail Authority to enter into contracts related to green electrolytic hydrogen.	<b>Support</b>  <b>Watch</b>

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Measure	Status	Bill Summary	Recommended Position
<p><b>SB 825 (Limón)</b>  <b>Local government: public broadband services</b></p>	<p>9/8/23</p> <p>Signed by the Governor</p> <p>Chaptered by Secretary of State. Chapter 186, Statutes of 2023</p>	<p>This bill would add metropolitan planning organizations and regional transportation planning authorities to the list of local government agencies included in the definition of “local agency” eligible to directly apply for local technical assistance grants administered by the California Public Utilities Commission for implementation of broadband.</p>	<p align="center"><b>Support</b></p>
<p><b>SBx1 1 (Jones)</b>  <b>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension</b></p>	<p>3/28/22</p> <p>DIED</p>	<p>This bill is identical to SB 32. It would suspend the Low Carbon Fuel Standard regulations, adopted by the California Air Resources Board to reduce greenhouse gas emissions, for one year. The bill would exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. It would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.</p>	<p align="center"><b>Oppose</b></p>