

MCTC Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
AB 6 (Friedman) Transportation Planning: regional transportation plans: Solutions for Congested Corridors	6/14/2023 Senate Transportation Two-year bill	This bill would require the State Air Resources Board, after January 1, 2024, and not later than September 30, 2026, to establish additional greenhouse gas emission targets for automobiles and light trucks for 2035 and 2045, respectively. This bill would additionally 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.	Watch
AB 7 (Friedman) Transportation: project selection processes	9/11/23 Senate Floor Two-year bill	As amended on June 28, 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	5/1/24 Senate Local Government Two-year bill	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.	Support
AB 985 (Arambula) San Joaquin Valley Unified Air Pollution Control District: emission reduction credit system.	9/13/23 Assembly Floor- Inactive File Reconsideration granted	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

MCTC Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
AB 1904 (Ward) Transit buses: yield right-of-way sign	5/1/24 Senate Transportation	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.	Support
AB 2290 (Friedman) Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program	5/20/24 Assembly Floor	As amended on April 1, this bill would prohibit the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a residential street with a posted speed limit of 20 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	5/20/24 Assembly Floor	As amended on April 9, 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 than January 1, 2026.	Watch

MCTC Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
<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>5/20/24 Assembly Floor</p>	<p>As amended on April 3, 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.</p>	<p align="center">Support</p>
<p>AB 2900 (Soria) Toxic air contaminant emissions: California's central valley</p>	<p>5/20/24 Assembly Floor</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">Support</p>

MCTC Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
<p>SB 537 (Becker) Open meetings: multijurisdictional, cross-county agencies: teleconferences</p>	<p>9/14/23 Assembly Floor Two-year bill</p>	<p>As amended on August 14, this bill authorizes 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 requires a quorum of members of the legislative body to participate from one or more physical locations that are open to the public and within the boundaries of the agency jurisdiction. The bill would require a member who receives compensation for their service, as specified, on the legislative body to participate from a physical location that is open to the public. The bill requires 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 who 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 in-person location of the meeting.</p>	<p align="center">Support</p>
<p>SB 768 (Caballero) California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study</p>	<p>4/29/24 Assembly Natural Resources</p>	<p>As amended on January 11, 2024, this bill would require the State Air Resources Board by January 1, 2026, 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.</p>	<p align="center">Support</p>

MCTC Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
SB 960 (Wiener) Transportation: planning: transit priority projects: multimodal	5/20/24 Senate Floor	As amended on May 17, this bill would require the Caltrans asset management plan for the state highway operation and protection program (SHOPP) to prioritize the implementation of comfortable, convenient, and connected facilities for pedestrians, bicyclists, and transit users on all projects in the program, where applicable. The bill would repeal the requirement for the California Transportation Commission (CTC) to adopt targets and performance measures and instead require the CTC to adopt 4-year and 10-year objective targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit facilities on the state highway system. The bill would require a Caltrans plain language performance report to include a description of pedestrian, bicycle, and transit facilities on each project, as specified. The bill would require the department, in consultation with the commission, to update the asset management plan and use it to guide the selection of transit priority projects for the SHOPP, as specified.	Watch
SB 961 (Wiener) Vehicles: safety equipment	5/20/24 Senate Floor	As amended May 8, this bill would require 50% of certain vehicles, commencing with the 2029 model year, to be equipped with a passive intelligent speed assistance system that would utilize visual and audio signals to alert the driver if the speed of the vehicle is more than 10 miles per hour over the speed limit. The bill would exempt emergency vehicles from this requirement.	Watch
SB 1159 (Dodd) California Environmental Quality Act: roadside wildfire risk reduction projects	5/20/24 Senate Appropriations	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 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.	Support

MCTC Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
<p>SB 1387 (Newman) California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project</p>	<p>5/20/24 Senate Floor</p>	<p>As amended on April 25, this bill would require the California Air Resources Board (ARB) to authorize a voucher issued under the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project to be used for the acquisition of any zero-emission vehicle that meets specified requirements, including that the vehicle has a gross vehicle weight rating that exceeds 8,500 pounds and the vehicle is purchased for fleet operations by a public or private fleet or for personal and commercial use by an individual. If the voucher is provided to an individual to acquire a vehicle for personal and commercial use, the bill would require that individual to attest under penalty of perjury that the vehicle will be primarily used in furtherance of a valid commercial or business purpose. The bill would authorize the ARB to adopt regulations to implement these requirements. Same as AB 2266.</p>	<p align="center">Support</p>