

TAMC Bill Matrix – May 2023

| Measure | Status | Bill Summary | Recommended Position |
|--|--|--|------------------------------------|
| AB 6 (Friedman) Transportation Planning: regional transportation plans: Solutions for Congested Corridors | 3/27/23 Assembly Natural Resources | 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. <u>The bill adds a 60-day timeline before the public participation process for an 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.</u> 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. | Watch Priority 1S |
| AB 7 (Friedman) Transportation: project selection processes | 3/27/23 Assembly Appropriations | 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. | Watch Priority 1S |

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| AB 9 (Murasutchi) California Global Warming Solutions Act of 2006: emissions limit | 1/26/23 Assembly Natural Resources | This bill would require the California Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to at least 55%, rather than 40%, below the 1990 level by no later than December 31, 2030. <u>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.</u> | Watch Priority N/A |
| AB 53 (Fong) Motor Vehicle Fuel Tax Law: suspension of tax | 3/30/23 Assembly Transportation | 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. | OPPOSE Priority 1S Letter sent 3/24 |
| AB 69 (Waldron) Transportation: traffic signal synchronization: roadway improvement projects | 2/2/23 Assembly Transportation | 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. | Watch Priority 14S |

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| AB 295 (Fong) Caltrans: maintenance projects | 2/9/23 Assembly Transportation | As amended on April 10, this bill would authorize require Caltrans to <u>establish a rapid response unit within the Division of Maintenance to expedite</u> enter into agreements with local governmental entities, fire departments, fire protection districts, fire safe councils, and tribal entities to perform specified projects authorized by Caltrans on roadways managed by Caltrans including activities related to roadside maintenance and the removal and clearing of material. <u>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.</u> | Watch Priority N/A |
| AB 463 (Hart) Electricity: prioritization of service: public transit vehicles | 3/23/23 Assembly Appropriations | This bill requires energy companies (investor-owned utilities) to prioritize maintaining service to public transportation during power grid disruptions, rolling blackouts, Public Safety Power Shutoffs (PSPS), or natural disasters by adding public transportation to the Public Utilities Commission’s list of essential use. | <u>SUPPORT</u> Watch Priority N/A |
| AB 557 (Hart) Open Meetings: local agencies: teleconferences | 2/17/23 Assembly Local Government | 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. | SUPPORT Priority 15S |

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| AB 610 (Holden) Youth Transit Pass Pilot Program: free youth transit passes | 3/14/23 Assembly Appropriations | 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. This bill is like AB 1919 (Holden) from 2022, which TAMC supported. | Watch Priority 2S |
| <u>AB 645 (Friedman)</u> <u>Vehicles: speed safety system pilot program</u> | <u>4/3/23</u> <u>Assembly Transportation</u> | <u>This bill would authorize the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco, to establish a Speed Safety System Pilot Program. The bill would require a participating jurisdiction to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the participating city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized.</u> | <u>Watch</u> <u>Priority 9S</u> |

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| AB 744 (Carillo) California Transportation Commission: data, modeling, and analytic software tools procurement | 3/21/23 Assembly Appropriations | Upon the appropriation of funds by the Legislature, this bill would require the California Transportation Commission (CTC) to acquire public domain or procure commercially available or open-source licensed solutions for data, modeling, and analytic software tools to support the state’s sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate change strategies and goals. The bill would require the CTC to provide access to the data, modeling, and analytic software tools to state and local agencies. This bill would authorize the CTC to establish best practices for use of data in transportation planning and to identify data elements that should be made available to state and local agencies for transportation planning. | Watch Priority 2S |
| AB 761 (Friedman) Transit Transformation Task Force | 3/21/23 Assembly Appropriations | 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. | Watch Priority 3S |
| AB 817 (Pacheco) Open meetings: teleconferencing: subsidiary body | 3/16/23 Assembly Local Government | 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. | SUPPORT Priority 15S |

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| AB 825 (Bryan) Vehicles: bicycles on sidewalks | 3/21/23 Assembly Appropriations | This bill would prohibit a local authority from prohibiting the operation of a bicycle on a sidewalk adjacent to a highway or corridor that does not include a Class I, Class II, or Class IV bikeway. The bill would require a person riding a bicycle upon a sidewalk to yield the right-of-way to pedestrians and to adhere to a 10-miles-per-hour speed limit. | Watch Priority 9S |
| AB 930 (Friedman) Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts | 4/19/23 Assembly Local Government | As amended on April 11, this bill would authorize the legislative bodies of 2 or more local governments, defined to include cities or counties, special district, or transit agency , 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 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. | Watch Priority 1S |
| AB 1335 (Zbur) Local government: transportation planning and land use: sustainable communities strategy | 3/28/23 Assembly Appropriations | 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. | <u>OPPOSE</u> Watch Priority 1S |

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| AB 1379 (Papan) Open meetings: local agencies teleconferencing | 3/27/23 Assembly Local Government | 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. | Watch Priority 15S |
| AB 1525 (Bonta) Transportation Agency: allocations for projects in priority populations | 3/23/23 Assembly Transportation | As amended on March 16, 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, 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. | <u>OPPOSE</u> Watch Priority 1S |

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| ABx1 2 (Fong) Motor Vehicle Fuel Tax Law: suspension of tax | 12/6/22 Assembly Pending Referral | 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. | OPPOSE Priority 1S Letter sent 3/24 |
| SB 32 (Jones) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension | 3/27/23 Senate Environmental Quality | 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. | OPPOSE Priority 1S Letter sent 3/24 |

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| SB 304 (Laird) Monterey-Salinas Transit District: public contracting | 4/14/23 Senate Appropriations | This bill would increase, from \$100,000 to \$150,000, the monetary threshold for the Monterey-Salinas Transit District (MST) to award contracts for the purchase of supplies, materials, and equipment, to the lowest responsible bidder, or to the responsible bidder that provides the best value. The bill would require MST to obtain a minimum of 3 quotes that permit prices and terms to be compared whenever the expected expenditure required for the purchase exceeds \$10,000 but does not exceed \$150,000. The bill would apply those rules concerning monetary thresholds for contracts to contracts for the purchase of services, excluding services related to certain public construction projects and architectural, landscape architectural, engineering, environmental, land surveying, or construction project management services. | SUPPORT Priority 16S Letter sent 3/24 |
| SB 411 (Portantino) Open meetings: teleconferences: bodies with appointed membership | 4/10/23 Senate Governance & Finance | This bill would allow local boards with appointed members subject to the Brown Act with a population of over 3 million to meet remotely. | Watch Priority 15S |

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| SB 537 (Becker) Open meetings: local agencies: teleconferences | 4/10/23 Senate Governance and Finance | As amended on March 7, this bill would authorize certain legislative bodies to use alternate teleconferencing provisions like the emergency provisions indefinitely and without regard to a state of emergency. 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 “legislative body” for this purpose to mean a board, commission, or advisory body of a multijurisdictional cross county agency, the membership of which board, commission, or advisory body is appointed, and which board, commission, or advisory body is otherwise subject to the Brown Act. 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. | SUPPORT Priority 15S |
| SB 614 (Blakespear) Transportation Development Act | 2/22/23 Senate Rules | Spot bill for legislation to modify the Transportation Development Act. | Watch Priority 12S |
| SB 617 (Newman) Public contracts: progressive design-build: local and regional agencies | 4/14/23 Senate Appropriations | 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. | SUPPORT Priority 8S Letter sent 3/24 |

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| SB 670 (Allen) Vehicles miles traveled: maps | 4/14/23 Senate Environmental Quality | As amended on March 20, 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 vehicle miles traveled and to develop maps accordingly to display average vehicle miles traveled per capita in the state at the local, regional, and statewide level. | Watch Priority 3S |
| SB 677 (Blakespear) <u>Intercity rail: LOSSAN Rail Corridor</u> | 4/17/23 <u>Senate</u> <u>Transportation</u> | <u>This bill would require the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor) Agency, as part of the annual business plan submitted to the secretary, to include a description of the effects of climate change on the LOSSAN corridor, to identify projects planned to increase climate resiliency on the corridor, and to discuss possible funding options for those identified projects.</u> | <u>Watch</u> <u>Priority 7S</u> |
| SB 695 (Gonzalez) Department of Transportation: state highway system: public data portal | 4/17/23 Senate Appropriations | 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. | Watch Priority 3S |

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| SB 746 (Eggman) Energy conservation contracts: alternate energy equipment: electrolytic hydrogen | 4/17/23 Senate Energy Utilities and Commerce | As amended on April 10, this bill would add hydrogen to the list of primary fuel sources under the definition of “alternate energy equipment.” This bill allows transit districts to engage in energy service contracting to construct electrolytic hydrogen energy conservation projects and to enter contracts relating to the financing, construction, operation, and use of electrolytic hydrogen as a form of alternative energy. Transit districts will be eligible to enter facility financing contracts, facility ground lease agreements, and contracts to sell electrolytic hydrogen produced by the energy conservation facility on their terms. | SUPPORT Priority 4S |
| SB 825 (Limón) Local government: public broadband services | 4/17/23 Senate Floor-Consent File | 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. | SUPPORT Priority 6S Letter sent 3/24 |
| SBx1 1 (Jones) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension | 3/28/22 DIED | 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. | OPPOSE Priority 1S Letter sent 3/24 |