

# PLATINUM | ADVISORS

June 24, 2023

TABLE 1: BOARD ACTION ITEMS

Bill	Subject	Status	Recommended Position
<b>ACA 10</b> <b>(Aguiar-Curry D)</b> Local government financing: affordable housing and public infrastructure: voter approval.	<p>ACA 10 was gutted and amended to direct the Secretary of State to make several changes to ACA 1, which is currently pending on the November ballot. In short, ACA 10 would amend ACA 1 so that the 55% threshold would only apply to bond measures.</p> <p>ACA 10 would amend the content of ACA 1 as it will appear on the November ballot. There will only be one measure on the ballot. In short, ACA 10 would make the following changes:</p> <ol style="list-style-type: none"><li>1. Eliminate application of the 55% threshold to local special taxes/sales tax proposals</li><li>2. Add an expanded definition of affordable housing programs.</li><li>3. Revises the definition of “public infrastructure” that includes facilities and infrastructure for a list of subjects including transit facilities and streets and roads.</li><li>4. Cleans up the language in Section 18 to ensure if ACA 1 is enacted it would also apply to measures</li></ol>	Assembly Floor	WATCH

Bill	Subject	Status	Recommended Position
	appearing on the November ballot and future ballots.		

**TABLE 2: BOARD ADOPTED ITEMS**

Bill	Subject	Status	Adopted Position
<b><u>AB 761</u></b> <b>(Freidman D):</b> Enhanced infrastructure financing districts	AB 761 was finally gutted and amended to remove the Transit Transformation Task Force language. As amended, AB 761 would allow an enhanced infrastructure financing district enacted primarily to develop and construct passenger rail projects in Los Angeles County to last 75 years instead of 45 years.	Senate Floor	WATCH (prior version)
<b><u>AB 817</u></b> <b>(Pacheco D)</b> Open meetings: teleconferencing: subsidiary body.	<p>AB 817 would authorize a “subsidiary body” to remotely hold a public meeting if specified conditions are met.</p> <p><i>AB 817 failed passage in the Senate Local Government Committee because the author would not accept all the amendments proposed by the Committee. Reconsideration of the bill was granted in the event the author changes her mind.</i></p> <p>The Committee proposed several amendments to narrow the application of the bill to specific types of advisory bodies, which the author accepted. However, there were two amendments the author would not accept. This resulted in the chair voting “no” causing the rest of the committee to hold off,</p>	<p>Senate Local Government</p> <p>Failed Passage</p>	SUPPORT

Bill	Subject	Status	Adopted Position
	<p>or vote no. The two changes that are holding up this bill include the following:</p> <ul style="list-style-type: none"> <li>• The provisions of the bill would not apply to advisory bodies where the members are compensated.</li> <li>• Require a quorum to be present at a single public location; however, members of the body that have “specific needs” may count toward the quorum even if they participate remotely.</li> </ul>		
<p><b><u>AB 1837</u></b> <b>(Papan D)</b> San Francisco Bay area: public transportation.</p>	<p>This bill would basically codify the existing Regional Network Manager Council that consists of specified Bay Area transit general managers. The bill would require MTC to create a council consisting of 11 representatives that would consist of the general managers from the large operators plus 4 additional general managers selected by specified general managers.</p> <p>The purpose of this council is to provide guidance on regional transit policies.</p>	Senate Transportation	WATCH
<p><b><u>AB 1904</u></b> <b>(Ward D)</b> Transit buses: yield right-of-way sign.</p>	<p>Existing law allows Santa Clara VTA and Santa Cruz Metropolitan Transit District to equip buses with a “yield right-of-way” sign to inform motorists when the bus re-entering a traffic lane.</p> <p>The Assembly unanimously approved AB 1904. This bill would expand the above authorization to allow any transit operators to equip its bus with yield right-of-way signs. Under AB 1904 these signs could be an illuminated sign or a static decal. AB 1904 was</p>	Senate Floor	SUPPORT

Bill	Subject	Status	Adopted Position
	unanimously approved by the Assembly Committee on Transportation and is currently pending on the Assembly Floor consent calendar.		
<b><u>AB 2043</u></b> <b>(Boerner D)</b> Medi-Cal: nonmedical and nonemergency medical transportation	AB 2043 was unanimously approved by the Senate Health Committee. AB 2043 direct the State Department of Health Care Service to do the following: <ul style="list-style-type: none"> <li>• Ensure the fiscal burden of providing nonemergency Medi-Cal trips is not unfairly placed on public paratransit providers.</li> <li>• Direct Medi-Cal managed care plans to reimburse public paratransit providers at the state's fee for service rates.</li> <li>• Engage with public paratransit providers to understand the unique challenges the paratransit providers face, and by June 1, 2026, provide updated guidance that ensures the fiscal burden is not placed on public paratransit providers.</li> </ul>	Senate Appropriations  Suspense File	SUPPORT
<b><u>AB 2561</u></b> <b>(McKinnor D)</b> Local public employees: vacant positions.	In short, AB 2561 would require each public agency with bargaining unit vacancy rates exceeding 10% for more than 90 days within the past 180 days to meet and confer with a representative of the recognized employee organization to produce, publish, and implement a plan consisting of specified components to fill all vacant positions within the subsequent 180 days.	Senate Labor	OPPOSE

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<p><b><u>AB 2824</u></b>  <b>(McCarty D)</b>            Battery; Public Transportation Provider</p>	<p>As amended, AB 2824 would expand the application of existing provisions for battery of a bus operator to also include an agent, employee, or contractor to a public transit operator. The existing penalty for battery includes a fine of up to \$10,000, or up to one year in county jail, or both. The bill would also include imprisonment in state prison for up to 16 months, or 2 years, or 3 years.</p> <p>AB 2824 will not move forward this year. The author and the sponsors could not reach an agreement on adding provisions to the bill that would allow transit operators to issue prohibition orders.</p>	<p>Assembly Public Safety</p> <p>Dead</p>	<p>WATCH</p>
<p><b><u>AB 3214</u></b>  <b>(Fong, Mike D)</b>            Public transit: advertising.</p>	<p>AB 3214 would require the state to prioritize purchasing advertising space offered by public transit operators when implementing a public awareness campaign.</p> <p>This measure will not move forward this year. The author and sponsors will pursue an administrative solution before seeking legislation.</p>	<p>Assembly Transportation</p> <p>Dead</p>	<p>SUPPORT</p>
<p><b><u>SB 960</u></b>  <b>(Wiener D)</b>            Transportation: planning: transit priority projects: multimodal.</p>	<p>SB 960 would place in statute the requirement for Caltrans to include “complete street” improvements to all transportation projects.</p> <p>This bill also requires inclusion of bicycle, pedestrian, and transit priority facilities in the Transportation Asset Management Plan, the State Highway System Management Plan, and the plain language performance report of the State Highway Operation and Protection Program (SHOPP). This bill requires</p>	<p>Assembly Transportation</p>	<p>SUPPORT</p>

Bill	Subject	Status	Adopted Position
	any project in the SHOPP to include bicycle, pedestrian, and transit priority projects unless a specified exception applies.		
<b><u>SB 961</u></b> <b>(Wiener D)</b> Vehicles: safety equipment.	<p>SB 961 would require starting with the 2030 model year that certain passenger vehicles, motortrucks, and buses manufactured or sold in the state to be equipped with a passive intelligent speed assistance system.</p> <p>SB 961 was amended to exempt motor trucks with a weight rating over 8,500 pounds that are already subject to federal rules, and passenger vehicles that are not equipped with GPS or front facing camera.</p>	Assembly Privacy & Consumer Protection	SUPPORT IF AMENDED
<b><u>SB 1031</u></b> <b>(Wiener D)</b> San Francisco Bay area: local revenue measure: transportation improvements.	<p>Given growing debate over the content of the bill, Senators Wiener and Wahab decided to shelve the bill for this year in order to provide more time to develop a consensus measure that will be introduced next session.</p> <p>The language in SB 1031 is extensive. The bill contains 2 proposals. The first directs CalSTA to study the consolidation of all Bay Area transit operators, and then develop a plan for consolidation.</p> <p>The second area provides MTC with the authority to seek a regional funding measure for transit operations and capital programs. The regional measure also includes provisions that consolidated funding and policy authority over transit operations with MTC.</p>	<p>Assembly Desk</p> <p>Dead</p>	WATCH

Bill	Subject	Status	Adopted Position
<b><u>SB 1420</u></b> <b><u>(Caballero D)</u></b> Hydrogen.	As amended, SB 1420 maintains the requirement for the carbon intensity of hydrogen to match or be below grid power used for battery electric vehicles. The bill would also allow hydrogen productions projects that receive state, federal funding, or funding through ARCHES to utilize the California Energy Commissions consolidated permitting process.	Assembly Natural Resources	SUPPORT