

PLATINUM | ADVISORS

July 17, 2023

July 3rd was the deadline for policy committees to complete review on all bills. Any measure that remains in a policy committee is considered dead. However, there is always an exception to this deadline for urgency bills and those that secure rule waivers.

TABLE 1: BOARD ADOPTED ITEMS

Bill	Subject	Status	Adopted Position
<p><u>AB 761</u> (Freidman D): Enhanced infrastructure financing districts</p>	<p>AB 761 was finally gutted and amended to remove the Transit Transformation Task Force language.</p> <p>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.</p>	<p>Senate Floor</p>	<p>WATCH (prior version)</p>
<p><u>AB 817</u> (Pacheco D) Open meetings: teleconferencing: subsidiary body.</p>	<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</p>	<p>Senate Local Government</p> <p>Dead</p>	<p>SUPPORT</p>

Bill	Subject	Status	Adopted Position
	<p>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, or vote no. The two changes that are holding up this bill include the following:</p> <ul style="list-style-type: none"> • The provisions of the bill would not apply to advisory bodies where the members are compensated. • 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. 		
<p><u>AB 1837</u> (Papan D) San Francisco Bay area: public transportation.</p>	<p>AB 1837 was never set for hearing by the Senate Transportation Committee. This is due to SB 1031, the regional tax measure, being set aside until next year.</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>	<p>Senate Transportation</p> <p>Dead</p>	<p>WATCH</p>

Bill	Subject	Status	Adopted Position
<p>AB 1904 (Ward D) Transit buses: yield right-of-way sign.</p>	<p>AB 1904 was approved by Senate Transportation, and the bill now moves to the Senate Floor.</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>AB 1904 would expand this 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.</p>	<p>Senate Floor</p>	<p>SUPPORT</p>
<p>AB 2043 (Boerner D) Medi-Cal: nonmedical and nonemergency medical transportation</p>	<p>AB 2043 was unanimously approved by the Senate Health Committee, but has been placed on the Senate Appropriations’ Suspense File.</p> <p>AB 2043 direct the State Department of Health Care Service to do the following:</p> <ul style="list-style-type: none"> • Ensure the fiscal burden of providing nonemergency Medi-Cal trips is not unfairly placed on public paratransit providers. • Direct Medi-Cal managed care plans to reimburse public paratransit providers at the state’s fee for service rates. • 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. 	<p>Senate Appropriations</p> <p>Suspense File</p>	<p>SUPPORT</p>

Bill	Subject	Status	Adopted Position
<p><u>AB 2561</u> (McKinnor D) Local public employees: vacant positions.</p>	<p>AB 2561 has been scaled back a bit.</p> <p>As amended, the bill requires each public agency with high vacancy rates for more than 180 days to, at the request of the recognized employee organization to meet and confer with the employee group on how to address the high vacancy rate, and hold a public hearing within 90 days on high vacancy rates. AB 2561 was amended to define high vacancy rate to be 15% or more of the budgeted permanent full-time equivalent positions for classifications in the department have been unfilled for 180 days or more.</p> <p>The employee organization is entitled under AB 2561 to make a presentation at a public meeting on the vacancy rate issue, but may only make this request once per year.</p>	<p>Senate Appropriations</p>	<p>OPPOSE</p>
<p><u>AB 2824</u> (McCarty D) 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>

Bill	Subject	Status	Adopted Position
<p>AB 3214 (Fong, Mike D) 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>SB 960 (Wiener D) 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>The bill was amended on July 3rd to reflect suggested changes by Caltrans. While the amendments provide some flexibility to Caltrans, the overall intent of the bill remains in place. Caltrans suggesting amendments bodes well for SB 960 being signed into law.</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 any project in the SHOPP to include bicycle, pedestrian, and transit priority projects unless a specified exception applies.</p>	<p>Assembly Appropriations</p>	<p>SUPPORT</p>

Bill	Subject	Status	Adopted Position
<p><u>SB 961</u> (Wiener D) Vehicles: safety equipment.</p>	<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>	<p>Assembly Appropriations</p>	<p>SUPPORT IF AMENDED</p>
<p><u>SB 1031</u> (Wiener D) San Francisco Bay area: local revenue measure: transportation improvements.</p>	<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>	<p>WATCH</p>
<p><u>SB 1420</u> (Caballero D) Hydrogen.</p>	<p>While amendments to SB 1420 have considerably scaled the bill back. There continue to be active negotiations on defining clean hydrogen that may be added back to the bill.</p>	<p>Assembly Appropriations</p>	<p>SUPPORT</p>

Bill	Subject	Status	Adopted Position
	As amended, SB 1420 would also allow hydrogen productions projects that receive state, federal funding, or funding through ARCHES to utilize the California Energy Commissions consolidated permitting process.		