

PLATINUM | ADVISORS

March 6, 2023

TABLE 1: ACTION ITEMS

Bill	Subject	Status	Recommended Position
<p><u>AB 1837</u> (Papan D) San Francisco Bay area: public transportation.</p>	<p>AB 1837 is currently a spot bill that contains intent language to enact legislation that will encourage coordination and collaboration among transit agencies in the Bay Area.</p>	<p>Assembly Print</p>	<p>Watch</p>
<p><u>AB 1904</u> (Ward D) 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>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>Assembly Transportation</p>	<p>Support</p>
<p><u>AB 2043</u> (Boerner D) Medi-Cal: nonmedical and nonemergency medical transportation</p>	<p>AB 2043 is an amended reintroduction of AB 719 from last session, which the District supported and the Governor vetoed.</p> <p>Current law establishes a schedule of benefits under the Medi-Cal program, including nonmedical transportation for a beneficiary to obtain covered Medi-Cal services. Current law requires nonmedical transportation to be provided by the beneficiary’s</p>	<p>Assembly Health</p>	<p>Support</p>

Bill	Subject	Status	Recommended Position
	<p>managed care plan or by the department for a Medi-Cal fee-for-service beneficiary.</p> <p>This bill would require the State Department of Health Care Services to require Medi-Cal managed care plans that are contracted to provide nonemergency medical transportation or nonmedical transportation to contract with public paratransit service operators who are enrolled Medi-Cal providers, for the purpose of establishing reimbursement rates for those transportation trips provided by a public paratransit service operator. The bill would require that the rates be based on the department’s fee-for-service rates for the transportation service.</p> <p>The bill would condition implementation of these provisions on receipt of any necessary federal approvals and the availability of federal financial participation.</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. Complete Streets elements can include sidewalks, bike lanes, bus-only lanes, accessible public transit stops, crosswalks, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, among other improvements.</p> <p>SB 960 includes the following requirements:</p>	<p>Senate Transportation</p>	<p>Watch</p>

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	<ul style="list-style-type: none"> • Caltrans is required to include complete street elements in its asset management plan and set 4-year and 10-year targets and performance measures reflecting complete streets assets. • Establish a streamlined process for the approval of pedestrian facilities, traffic calming improvements, bicycle facilities, and transit priority treatments at locations where state-owned facilities intersect with local facilities. • Develop, by January 1, 2026, a transit priority policy with performance targets to improve transit travel time reliability, speeds, reduced transit and rider delay, and improved accessibility at stops, stations, and boarding facilities. 		

TABLE 2: BOARD ADOPTED ITEMS

Bill	Subject	Status	Adopted Position
<p><u>AB 761</u> (Freidman D): Transit Transformation Task Force.</p>	<p>AB 761 was incorporated into the budget trailer bill on transportation, SB 125. AB 761 will likely be amended for another purpose if it moves forward this session.</p> <p>As currently drafted, AB 761 would require the California Transportation Agency (CalSTA) to convene, by July 1, 2024, a statewide Transit Transformation Task Force.</p>	<p>Senate Transportation Two-Year Bill</p>	<p>WATCH</p>

Bill	Subject	Status	Adopted Position
<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>With the Assembly Local Government Committee under new leadership, AB 817 was approved by the Committee in January, and approved by the Assembly on a vote of 54-8.</p> <p>AB 817 was amended to include a sunset date of January 1, 2026, and amendments clarified the public participation requirements. Under the bill the following types of subsidiary bodies may hold meetings remotely:</p> <ul style="list-style-type: none"> • certain types of commissions, committees, or other body as defined in paragraph (b) of Government Code Section 54952, • a body that serves exclusively as an advisory body, • a body that is not authorized to take final action on any contract, legislation, regulation, or permit. 	<p>Senate Rules</p>	<p>SUPPORT</p>
<p><u>SB 532</u> (Wiener D) San Francisco Bay area toll bridges: toll increase: transit operating expenses.</p>	<p>With the introduction of SB 925, SB 532 will not move forward in its current form.</p> <p>As currently amended, SB 532 proposes a \$1.50 increase in tolls paid on all state-owned toll bridges in the Bay Area. Toll increase would be imposed starting January 1, 2024, and the increase would stop on December 31, 2028.</p>	<p>Assembly Appropriations Two-Year Bill</p>	<p>SUPPORT</p>

Bill	Subject	Status	Adopted Position
	The bill directs 90% of the revenue generated would be used to avoid service cuts and maintain service levels, including safety and security needs. The remaining 10% of revenue would be used to assist transit operators in planning and reconfiguring transit service.		