AGENDA

Legislative Policy Committee Meeting

August 9, 2023

9:30 AM

Location
San Bernardino County Transportation Authority
First Floor Lobby Board Room
1170 W. 3rd Street, San Bernardino, CA 92410

Legislative Policy Committee Membership

Chair - President
Dawn Rowe, Supervisor
County of San Bernardino

Vice Chair – Vice President
Ray Marquez, Council Member
City of Chino Hills

Past President
Art Bishop, Council Member
Town of Apple Valley

Larry McCallon, Mayor
City of Highland

Alan Wapner, Council Member
City of Ontario

Rick Denison, Mayor
Town of Yucca Valley

Paul Cook, Supervisor
County of San Bernardino
Items listed on the agenda are intended to give notice to members of the public of a general description of matters to be discussed or acted upon. The posting of the recommended actions does not indicate what action will be taken. The Board may take any action that it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

To obtain additional information on any items, please contact the staff person listed under each item. You are encouraged to obtain any clarifying information prior to the meeting to allow the Board to move expeditiously in its deliberations. Additional “Meeting Procedures” and agenda explanations are attached to the end of this agenda.

CALL TO ORDER

(Meeting Chaired by Dawn Rowe)

i. Pledge of Allegiance
ii. Attendance
iii. Announcements
iv. Agenda Notices/Modifications – Julie Perales

Possible Conflict of Interest Issues

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

1. Information Relative to Possible Conflict of Interest

Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

This item is prepared for review by Board and Committee members.
DISCUSSION ITEMS

Discussion - Legislative/Public Outreach

2. State Legislative Update

Receive the August 2023 State Legislative Update and provide direction as appropriate.
Presenter: Louis Vidaure

This item is not scheduled for review by any other policy committee or technical advisory committee.

3. Bill Position Recommendation

That the Legislative Policy Committee, on behalf of the San Bernardino County Transportation Authority Board of Directors, adopt the following recommended position:

Approve a support position on Senate Concurrent Resolution (SCR) 59 by Senator Rosilicie Ochoa Bogh that recounts the life and career of Senator Bob Dutton and designates the overcrossing on State Route 210 at Archibald Avenue in the City of Rancho Cucamonga as the Senator Bob Dutton Memorial Overcrossing.
Presenter: Louis Vidaure

This item is not scheduled for review by any other policy committee or technical advisory committee.

4. Federal Legislative Update

Receive the August 2023 Federal Legislative Update and provide direction as appropriate.
Presenter: Louis Vidaure

This item is not scheduled for review by any other policy committee or technical advisory committee.

Public Comment

Brief Comments from the General Public

Note: Public Comment will only be allowed on items listed on this agenda during this committee meeting. No public comment will be allowed on committee items placed on the Consent Agenda at the Board of Directors meeting. If an item has substantially changed after consideration during the committee meeting, the item will be placed on Discussion for Board and public comment will be allowed.

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance
Acronym List
Mission Statement

The next Legislative Policy Committee Meeting is scheduled for September 13, 2023.
Meeting Procedures and Rules of Conduct

Meeting Procedures - The Ralph M. Brown Act is the state law which guarantees the public’s right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility - The meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk can be reached by phone at (909) 884-8276 or via email at clerkoftheboard@gosbcta.com and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at www.gosbcta.com/board/meetings-agendas/ at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed online at that web address. Agendas are also posted at 1170 W. 3rd Street, 1st Floor, San Bernardino at least 72 hours in advance of the meeting.

Agenda Actions – Items listed on both the “Consent Calendar” and “Discussion” contain recommended actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken as provided in the Ralph M. Brown Act Government Code Sec. 54954.2(b).

Closed Session Agenda Items – Consideration of closed session items excludes members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the President of the Board or Committee Chair (“President”) will announce the subject matter of the closed session. If reportable action is taken in closed session, the President shall report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item, except Board agenda items that were previously considered at a Policy Committee meeting where there was an opportunity for public comment. Individuals in attendance at SBCTA who desire to speak on an item may complete and turn in a "Request to Speak" form, specifying each item an individual wishes to speak on. Individuals may also indicate their desire to speak on an agenda item when the President asks for public comment. When recognized by the President, speakers should be prepared to step forward and announce their name for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The President or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Any individual who wishes to share written information with the Board may provide copies to the Clerk of the Board for distribution. Information provided as public testimony is not read into the record by the Clerk.

Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda. Any consent item that is pulled for discussion shall be treated as a discussion item, allowing further public comment on those items.
**Agenda Times** – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

**Public Comment** – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board’s jurisdiction. Matters raised under “Public Comment” will not be acted upon at that meeting. See, “Public Testimony on an Item,” above.

**Disruptive or Prohibited Conduct** – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the President may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive or prohibited conduct includes without limitation addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, bringing into the meeting any type of object that could be used as a weapon, including without limitation sticks affixed to signs, or otherwise preventing the Board from conducting its meeting in an orderly manner.

Your cooperation is appreciated!
General Practices for Conducting Meetings
of
Board of Directors and Policy Committees

Attendance.

- The President of the Board or Chair of a Policy Committee (Chair) has the option of taking attendance by Roll Call. If attendance is taken by Roll Call, the Clerk of the Board will call out by jurisdiction or supervisory district. The Member or Alternate will respond by stating his/her name.
- A Member/Alternate who arrives after attendance is taken shall announce his/her name prior to voting on any item.
- A Member/Alternate who wishes to leave the meeting after attendance is taken but before remaining items are voted on shall announce his/her name and that he/she is leaving the meeting.

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee. Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.
- The “aye” votes in favor of the motion shall be made collectively. Any Member who wishes to oppose or abstain from voting on the motion shall individually and orally state the Member’s “nay” vote or abstention. Members present who do not individually and orally state their “nay” vote or abstention shall be deemed, and reported to the public, to have voted “aye” on the motion.
- Votes at teleconferenced meetings shall be by roll call, pursuant to the Brown Act, or, at any meeting, upon the demand of five official representatives present or at the discretion of the presiding officer.

The Vote as specified in the SBCTA Administrative Code and SANBAG Bylaws.

- Each Member of the Board of Directors shall have one vote. In the absence of the official representative, the Alternate shall be entitled to vote. (Note that Alternates may vote only at meetings of the Board of Directors, Metro Valley Study Session and Mountain/Desert Policy Committee.)
Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the Chair shall ask the maker of the original motion if he or she would like to amend the motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is voted upon first, and if it fails, then the original motion is considered.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a Member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively, and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time to time, circumstances may require deviation from general practice (but not from the Brown Act or agency policy).
- Deviation from general practice is at the discretion of the Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

Adopted By SANBAG Board of Directors January 2008
Revised March 2014
Revised May 4, 2016
Revised June 7, 2023
Minute Action

AGENDA ITEM: 1

Date: August 9, 2023

Subject:
Information Relative to Possible Conflict of Interest

Recommendation:
Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

Background:
In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than $250 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Contract No.</th>
<th>Principals &amp; Agents</th>
<th>Subcontractors</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>

Financial Impact:
This item has no direct financial impact on the Budget.

Reviewed By:
This item is prepared for review by Board and Committee members.

Responsible Staff:
Otis Greer, Director of Legislative and Public Affairs

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority
Minute Action
AGENDA ITEM: 2

Date: August 9, 2023

Subject: State Legislative Update

Recommendation:
Receive the August 2023 State Legislative Update and provide direction as appropriate.

Background:

Legislative Update

July 14, 2023, marked the last day for policy committees to meet and report bills before the start of the summer recess, which extends until August 14, 2023. During this time, lawmakers will return to their districts. While legislators are away, consultants, legislative staff and lobbyists will continue efforts to finalize legislation before legislators return for the final stretch to the finish line.

Upon return, attention will turn to the Appropriations Committees, which will decide the fate of hundreds of fiscal bills placed on the “suspending file”. The fiscal committees have until August 30, 2023, to report bills to the floor, those that pass will go before the Senate and Assembly for a full vote before their respective houses. The final day to amend bills on the floor is on September 8, 2023, before the end of session on September 14, 2023. Bills that do not pass will become two-year bills and will be eligible to be reintroduced next year.

After the end of session, Governor Newsom has until October 14, 2023, to sign or veto any bills passed by the Legislature. The Legislature will be in recess between September 14, 2023, and January 3, 2024.

Budget Update

The Legislature and Governor Newsom spent much of June and early July negotiating a state budget. While the Legislature ultimately passed a $311.7 billion budget deal by the required June 15, 2023, deadline, additional time was necessary to pass a budget agreeable not only to the Legislature but also to Governor Newsom. Governor Newsom signed the budget on June 27, 2023, followed quickly by a package of infrastructure bills and other trailer bills as discussed below. Despite large budget deficits, the budget covered a $30 billion-plus deficit without dipping into reserves.

Here are highlights of the ultimate budget deal related to transportation, including transit and zero-emission vehicles (ZEV):

- California State Transportation Agency (CalSTA): The budget included $5.1 billion for transit across 2023-2027:
  - Restores the $4 Billion General Fund to CalSTA across 2023-2024 and 2024-2025 for the Transportation and Intercity Rail Capital Program and allows the ability to use those revenues for transit operations.

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority
Provides an additional $1.1 billion to CalSTA across 2023-2024, 2024-2025, 2025-2026, and 2026-2027 Transit ZEV Bus and Infrastructure funding from the Greenhouse Gas Reduction Fund.

The budget also requires CalSTA to develop and administer an accountability program for the distribution of funds from the Zero-Emission Transit Capital Program and Transit and Intercity Rail Capital Program (General Fund).

Zero Emissions Vehicles.
Adopts trailer bill language to repeal the Air Resources Board’s regulations on credit card readers on EV charging stations and moves future authority to the Energy Commission.

Reduces 2023 ZEV spending from $1,111 billion in 2023 to $847 million with $1.4 billion in 2024, $1.4 billion in 2025, and $906 million in 2026, for a package total of $10.085 billion over multiple years. The 2023 allocations consist of:

- $80 million for Clean Cars 4 All & Other Equity Projects to the California Air Resources Board (CARB).
- $100 million for Equitable At-home Charging to the California Energy Commission (CEC).
- $165 million for drayage trucks and infrastructure to CARB and CEC.
- $220 million for transit buses and infrastructure to CalSTA.
- $145 million for Clean Trucks, Buses and Off-Road Equipment infrastructure to CEC.
- $60 million for Community-Based Plans, Projects and Support/Sustainable Community Strategies to CARB and CalSTA.
- $77 million of federal funds to CalSTA

**Infrastructure Package**

The infrastructure package generally centers on streamlining permitting processes, speeding up judicial review to prevent undue delays from legal challenges, and addressing elements of the California Environmental Quality Act (CEQA). It represents a push by Governor Newsom and the Legislature to take advantage of over $180 billion in state, local and federal infrastructure funds over the next ten years to achieve California’s energy and climate goals. The bills included an urgency clause and took effect immediately.

For transportation projects specifically, a total of 20 projects will receive expedited judicial review equivalent to what exists today under the Environmental Leadership Development Program (Senate Bill (SB) 7/Assembly Bill 900 program) - which is a maximum of 270 days for judicial review of suits brought under CEQA. The 20 projects will be split - 10 state and 10 local/regional and CalSTA will make the project selection. Also, there were other project delivery items included such as clarifying National Environmental Protection Act (NEPA) delegation to CalSTA for rail projects and a small piece on design-bid-build. There was also a specific requirement for Caltrans to construct wildlife crossings at three, already-identified priority locations along Interstate 15 for the Brightline West High Speed Rail project.
Western Joshua Tree

Lastly, a legislative deal was reached between the Newsom Administration and the Legislature on the Western Joshua Tree. The final deal - included in the Resources Trailer Bill, SB 122 among other things, provides protection to the western Joshua tree by requiring:

- The development of a conservation plan
- Avoidance and minimization of taking trees
- Permitting and mitigation of any take incidental to a project

The deal also allows project proponents to mitigate take by paying a per tree fee in lieu of conducting project-specific mitigation and requires fee revenue to fund actions to address threats to the western Joshua tree on a landscape level. While the bill does ultimately allow for a listing under the California Endangered Species Act, it prescribes a process by which the Fish and Game Commission has to make a listing determination for the pending listing after receiving updated information.

Attachment A contains a list of legislative bills that the San Bernardino County Transportation Authority (SBCTA)/San Bernardino Associated Governments (SBCOG) have taken a position on. Attachment B reflects bills of interest to SBCTA and SBCOG.

Financial Impact:
This item has no financial impact on the Fiscal Year 2023/2024 Budget.

Reviewed By:
This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:
Louis Vidaure, Legislative Analyst
<table>
<thead>
<tr>
<th>Legislation / Author</th>
<th>Description</th>
<th>Bill Status</th>
<th>Position</th>
<th>Date Position Adopted</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB 400 (Rubio)</td>
<td>Would remove the sunset date on the use of the design-build procurement process by local agencies on specified infrastructure projects.</td>
<td>Passed out of Senate Floor, referred to Conference Committee for Concurrance of Senate amendments. (7/13/23)</td>
<td>Support</td>
<td>4/12/2023</td>
</tr>
<tr>
<td>SB 617 (Newman)</td>
<td>Would allow transportation agencies the use of the progressive design-build procurement process on capital projects.</td>
<td>Passed out of Assembly Local Government Committee, referred to Assembly Appropriations Committee. (6/28/23)</td>
<td>Support</td>
<td>4/12/2023</td>
</tr>
<tr>
<td>SB 706 (Caballero)</td>
<td>Would allow local agencies, such as cities, counties and special districts, the use of the progressive design-build procurement process on non-water related public works projects in excess of $5 million.</td>
<td>Passed out of Assembly Local Government Committee, referred to Assembly Appropriations Committee. (6/28/23)</td>
<td>Support</td>
<td>4/12/2023</td>
</tr>
<tr>
<td>AB 6 (Friedman)</td>
<td>Would require the California Air Resources Board to establish additional greenhouse gas emissions targets for 2035 and 2045, as well as imposing new requirements on Metropolitan Planning Organizations, such as the Southern California Association of Governments, regarding technical methodology in developing their Regional Transportation Plan and Sustainable Community Strategy.</td>
<td>Failed Policy Committee deadline, two-year bill. (7/14/23)</td>
<td>Oppose</td>
<td>6/14/2023</td>
</tr>
<tr>
<td>Legislation / Author</td>
<td>Description</td>
<td>Bill Status</td>
<td>Position</td>
<td>Date Position Adopted</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------</td>
<td>------------------------</td>
</tr>
<tr>
<td>AB 7 (Friedman)</td>
<td>Would require the project selection process for transportation infrastructure projects funded by certain state transportation accounts to incorporate federal principles that promote accessibility, climate change, the environment, resilience, safety, timeliness, among other principles</td>
<td>Passed out of Senate Committee on Transportation, referred to Senate Committee on Appropriations. <strong>(7/12/23)</strong></td>
<td>Oppose</td>
<td>6/14/2023</td>
</tr>
</tbody>
</table>
The Transportation Agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. On and after January 1, 2025, and to the extent applicable and cost effective, this bill would require the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified principles into their existing program funding guidelines and processes.

Position: Oppose

The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.

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, as defined, 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, as provided. 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.
Would require a public transit employer, at least 10 months before beginning a procurement process to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of a workforce, to provide written notice to the exclusive employee representative of the workforce affected by the autonomous transit vehicle technology of its determination to begin that procurement process. The bill would require the public transit employer and exclusive employee representative, upon written request by the exclusive employee representative, to commence collective bargaining within a specified time period on certain subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology.

AB 241  Reyes  D (Dist. 50)  Vehicular air pollution: Clean Transportation Program: vehicle registration and identification plate service fees: smog abatement fee: extension.

Location: ASSEMBLY  THIRD READING

Current law, until January 1, 2024, increases the smog abatement fee on certain vehicles by a specified amount and requires the revenues generated by the increase to be deposited in the Air Quality Improvement Fund and the Alternative and Renewable Fuel and Vehicle Technology Fund. Current law, until January 1, 2024, increases vehicle registration fees and certain service fees for identification plates by specified amounts. Current law requires the revenue generated by the increase in those fees to be deposited in the Alternative and Renewable Fuel and Vehicle Technology Fund and either the Air Quality Improvement Fund or the Enhanced Fleet Modernization Subaccount, as provided. This bill would extend the increases in those charges to July 1, 2035.

AB 250  Rodriguez  D (Dist. 53)  State highways: State Route 83: reduction.

Location: SENATE  APPR. SUSPENSE FILE

Current law authorizes the California Transportation Commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. Current law designates State Route 83 from Route 71 to Route 10 near the City of Upland. Current law authorizes the commission to relinquish to the City of Ontario all or a portion of State Route 83 within the city’s jurisdiction and prescribes conditions that apply upon relinquishment. This bill would authorize the commission to additionally relinquish to the City of Chino all or a portion of State Route 83 within the city’s jurisdiction and prescribe conditions that apply upon relinquishment.

AB 316  Aguiar-Curry  D (Dist. 4)  Vehicles: autonomous vehicles.

Location: SENATE  APPR.

Would require a manufacturer of an autonomous vehicle to report to the Department of Motor Vehicles a collision on a public road that involved one of its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that is operating under a testing permit that resulted in damage of property, bodily injury, or death within 10 days of the collision.

AB 382  Cervantes  D (Dist. 58)  High-occupancy vehicle lanes: County of Riverside.

Location: SENATE  APPR. SUSPENSE FILE
Current law authorizes a regional transportation agency, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit. Current law authorizes a value pricing and transit program involving HOT lanes to be developed and operated on State Highway Route 15 in the County of Riverside by the Riverside County Transportation Commission. Current law requires the Department of Transportation to report to the transportation policy committees of the Legislature, on or before January 1, 2020, on the feasibility and appropriateness of limiting the use of high-occupancy vehicle lanes to high-occupancy vehicles and eligible vehicles, as defined, only during the hours of heavy commuter traffic on both State Route 91 between Interstate 15 and Interstate 215 in the County of Riverside, and State Route 60 in the County of Riverside. Separate from that report, this bill would require the Transportation Agency, on or before January 1, 2025, to report to the transportation policy committees of the Legislature on that same topic and on the feasibility and appropriateness of removing from high-occupancy vehicle lanes in the County of Riverside, except for certain high-occupancy toll lanes, any double parallel solid lines to restrict the entrance into or exit from those lanes, including the use of the appropriate markings and signage.

Position: Watch

**AB 400** Rubio, Blanca D (Dist. 48)  Local agency design-build projects: authorization.

**Location:** ASSEMBLY CONCURRENCE

<table>
<thead>
<tr>
<th></th>
<th>2-Year Dead</th>
<th>Desk Policy Fiscal Floor</th>
<th>1st House</th>
<th>Desk Policy Fiscal Floor</th>
<th>2nd House</th>
<th>Conf. Conc.</th>
<th>Enrolled</th>
<th>Vetoed</th>
<th>Chaptered</th>
</tr>
</thead>
</table>

Current law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of $1,000,000, awarding the contract either to the lowest bid or the best value. “Local agency” is defined, in part, for this purpose to include specified local and regional agencies responsible for the construction of transit projects, including any joint powers authority formed to provide transit service. Current law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing the use of the design-build procurement process are repealed on January 1, 2025. This bill would delete from the definition of “local agency” any joint powers authority formed to provide transit services, and would instead expand that definition to include any joint powers authority responsible for the construction of transit projects, thereby authorizing additional joint powers authorities to use the above-described design-build procurement process. The bill would extend the repeal date to January 1, 2031.

Position: Support

**AB 413** Lee D (Dist. 24)  Vehicles: stopping, standing, and parking.

**Location:** SENATE APPR.

<table>
<thead>
<tr>
<th></th>
<th>2-Year Dead</th>
<th>Desk Policy Fiscal Floor</th>
<th>1st House</th>
<th>Desk Policy Fiscal Floor</th>
<th>2nd House</th>
<th>Conf. Conc.</th>
<th>Enrolled</th>
<th>Vetoed</th>
<th>Chaptered</th>
</tr>
</thead>
</table>

Current law prohibits the stopping, standing, or parking of a vehicle in certain places and under certain conditions, including within an intersection, on a sidewalk or crosswalk, or in front of a fire station. Current law additionally authorizes local jurisdictions to, by ordinance, restrict parking in certain areas, at certain times, and for certain reasons, and to establish metered parking. This bill would prohibit the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present, as specified. The bill would require the issuance of a warning notice rather than a notice of violation to a first-time offender of these provisions.

**AB 480** Ting D (Dist. 19)  Surplus land.

**Location:** SENATE APPR.

<table>
<thead>
<tr>
<th></th>
<th>2-Year Dead</th>
<th>Desk Policy Fiscal Floor</th>
<th>1st House</th>
<th>Desk Policy Fiscal Floor</th>
<th>2nd House</th>
<th>Conf. Conc.</th>
<th>Enrolled</th>
<th>Vetoed</th>
<th>Chaptered</th>
</tr>
</thead>
</table>
Current law requires a local agency to take formal action in a regular public meeting to declare that land is surplus and is not necessary for the agency’s use and to declare land as either “surplus land” or “exempt surplus land,” as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency’s policies or procedures. This bill would exempt a local agency, in specified instances, from making a declaration at a public meeting for land that is “exempt surplus land” if the local agency identifies the land in a notice that is published and available for public comment at least 30 days before the exemption takes effect.

**AB 557 Hart D (Dist. 37) Open meetings: local agencies: teleconferences.**

**Location:** SENATE THIRD READING

The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency’s jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would revise the authority of a legislative body to hold a teleconference meeting under those abbreviated teleconferencing procedures when a declared state of emergency is in effect. Specifically, the bill would extend indefinitely that authority in the circumstances under which the legislative body either (1) meets for the purpose of determining whether, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees, or (2) has previously made that determination.

**AB 610 Holden D (Dist. 41) Youth Transit Pass Pilot Program: free youth transit passes.**

**Location:** SENATE APPR.

Current law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, 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, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare-free program, as provided. The bill would authorize a transit agency with an existing fare-free program that enables a person 18 years of age or younger to use a transit agency’s bus and rail services without paying any additional fare or charge to submit an application without an educational institution partner, as provided.

**AB 744 Carrillo, Juan D (Dist. 39) California Transportation Commission: data, modeling, and analytic software tools procurement.**

**Location:** SENATE APPR.

Would, upon the appropriation of funds by the Legislature, require the California Transportation Commission to
acquire public domain or procure commercially available or open-source licensed 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, as provided. This bill would authorize the commission to provide a direct allocation of funding to local agencies for the above purposes, and would require state and local agencies that receive the funds or access to data, modeling, and analytic software tools to submit reports to the commission no later than August 1, 2026, regarding their use of the data, modeling, and analytic software tools. This bill would require the commission, based on those reports, to submit a report to the Legislature no later than June 1, 2027, regarding the use of the data, modeling, and analytic software tools by state and local agencies. This bill would authorize the commission 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.

AB 776 Holden D (Dist. 41) Route 210.

Location: SENATE APPR. SUSPENSE FILE

Would require the Department of Transportation, through the erection of highway signs and appropriate markers, to provide recognition of the historical and cultural importance of the California tribes local to, or historically located in, the Counties of Los Angeles and San Bernardino. The bill would require the department to work with certain entities, including, but not limited to, California tribes local to, or historically located along, Route 210, to name Route 210 and to identify appropriate locations for signs to recognize tribal lands along Route 210 in the Counties of Los Angeles and San Bernardino. The bill would require the department to erect those signs and other appropriate markers at the appropriate locations on Route 210. The bill would specify that Route 210 shall be known and designated as the Southern California Native American Freeway or by the name developed by the department with the specified entities.

AB 849 Garcia D (Dist. 36) Community emissions reduction programs.

Location: SENATE APPR.

Current law requires the State Air Resources Board to prepare, and to update at least once every 5 years, a statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden. Current law requires the state board to include in the statewide strategy, among other components, an assessment and identification of communities with high cumulative exposure burdens for toxic air contaminants and criteria air pollutants, prioritizing disadvantaged communities and sensitive receptor locations based on specified factors. Current law requires the state board, based on the assessment and identification of communities with high cumulative exposure burdens, to select locations around the state for preparation of community emissions reduction programs. Current law requires an air district encompassing any location selected by the state board to adopt, in consultation with the state board, within one year of the state board’s selection, a community emissions reduction program to achieve emissions reductions for the location selected using cost-effective measures, as specified. Current law also requires an air district to submit the community emissions reduction program to the state board for review and approval as prescribed. Current law requires the air district and the state board to implement and enforce the measures in the community emissions reduction program consistent with their respective authority. This bill would additionally require the air district, in adopting a community emissions reduction program, to consult with other relevant state agencies. By imposing additional duties on air districts, this bill would impose a state-mandated local program.

AB 902 Rodriguez D (Dist. 53) Ambulances: fee and toll exemptions.

Location: ASSEMBLY ENROLLED
Current law requires the owner or operator of a toll facility, upon the request of the local emergency service provider, to enter into an agreement for the use of a toll facility. This bill would clarify that the owner or operator of toll facility is required to enter into an agreement for the use of a toll facility upon the request of a private or public local emergency service provider.

**AB 1052**

McCarty D (Dist. 6)  
Sacramento Regional Transit District: taxes.

**Location:** SENATE  THIRD READING

Current law authorizes the Sacramento Regional Transit District to levy or collect a property tax within any city or the unincorporated area, or any part thereof, in the district, upon the approval by a 2/3 vote of the electorate, as provided. Current law authorizes the board of directors of the district to adopt a retail transactions and use tax ordinance, subject to the approval of 2/3 of the electors at a special election. This bill would revise and recast those provisions related to the imposition of property taxes and retail transactions and use taxes by the district, by, among other things, explicitly authorizing the district to impose a property tax or retail transactions and use tax in the entirety of, or a portion of, the incorporated and unincorporated territory. If the tax only applies to a portion of an area of the district, the bill would require the incorporated area of each city and of contiguous cities within the district to be either wholly included within or wholly excluded from that portion that is taxed, and would require the entire unincorporated area of the district to be either wholly included within or wholly excluded from that portion that is taxed.

**AB 1168**

Bennett D (Dist. 38)  
Emergency medical services (EMS): prehospital EMS.

**Location:** SENATE  APPR.

The Emergency Medical Services System and the Prehospital Emergency Medical Care Personnel Act governs local emergency medical services (EMS) systems and authorizes each county to develop an EMS program and designate a local EMS agency. Current law requires a county to enter into a written agreement with a city or fire district that contracted for or provided prehospital EMS as of June 1, 1980. Current law requires, until that written agreement is reached, prehospital EMS to be continued at not less than the existing level and the administration of prehospital EMS by cities and fire districts contracting for or providing those services as of June 1, 1980, to be retained by those cities and fire districts. This bill would require a city to be treated as if it had retained its authorities regarding, and the administration of, prehospital EMS if specified requirements are met.

**AB 1335**

Zbur D (Dist. 51)  
Local government: transportation planning and land use: sustainable communities strategy.

**Location:** SENATE  APPR.

Current law requires specified designated transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, as described. Current law requires the plan to include specified information, including a sustainable communities strategy prepared by each metropolitan planning organization, and requires each transportation planning agency to adopt and submit, every 4 years, an updated plan to the California Transportation Commission and the Department of Transportation. Current law requires the sustainable communities strategy to include specified information, including an identification of areas within the region sufficient to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and an identification of areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified. This bill would additionally require each
metropolitan planning organization to include in the sustainable communities strategy the total number of new housing units necessary to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and the total number of new housing units necessary to house the above-described 8-year projection, as specified.

**AB 1348**  
Grayson  
**D** (Dist. 15)  
State government: Controller: claims audits.

**Location:** SENATE  
**APPR.**

Existing law, the Government Claims Act, generally requires the presentation of all claims for money or damages against local public entities and the state. Existing law provides for the presentation of a claim for which appropriations have been made, or for which state funds are available, under that act to the Controller, in the form and manner prescribed by the general rules and regulations adopted by the Department of General Services. Existing law, with specified exceptions, prohibits the Controller from drawing a warrant for any claim until it has been audited in conformity with law and the general rules and regulations adopted by the Department of General Services governing the presentation and audit of claims. This bill would authorize the Controller to conduct, unless prohibited by the provisions of a state ballot proposition passed by the electorate, financial and compliance audits as the Controller’s office deems as necessary for purposes of ensuring that any expenditures, regardless of the source or fund from which the warrants for claims are drawn, are expended in a manner consistent with the law and the voters’ intent. The bill would also authorize the Controller to conduct any audits necessary to carry out their constitutional and statutory duties and responsibilities under the law. The bill would require, if an audit is conducted as specified, the Controller to provide a report with specified information from these audits to the Legislature by June 30 following the completion of the audit and would require the Controller to allow all auditees in the report a reasonable period of time to review and comment on the section of the report relating to the auditee, as described. The bill would make related legislative findings and declarations.

**AB 1385**  
Garcia  
**D** (Dist. 36)  
Riverside County Transportation Commission: transaction and use tax.

**Location:** SENATE  
**THIRD READING**

Current law authorizes the Riverside County Transportation Commission to impose a transactions and use tax for transportation purposes subject to approval of the voters, which, pursuant to the California Constitution, requires approval of 2/3 of the voters. Current law limits the commission to a 1% maximum tax rate, and requires the commission’s tax or taxes to be levied at a rate divisible by 1/4%, unless a different rate is specifically authorized by statute. This bill would raise the maximum tax rate the commission may impose from 1% to 1.5%. This bill would make legislative findings and declarations as to the necessity of a special statute for the County of Riverside.

**Position:** Watch

**AB 1609**  
Garcia  
**D** (Dist. 36)  
Air pollution: motor vehicle registration: pollution reduction.

**Location:** ASSEMBLY  
**APPR. SUSPENSE FILE**

Current law requires a registration fee to be paid to the Department of Motor Vehicles for the registration of each vehicle or trailer coach of a type subject to registration under the Vehicle Code, except those vehicles that are expressly exempted from the payment of registration fees. Current law, until January 1, 2024, increases vehicle registration fees by $3 and requires revenues from those fees to be used, upon appropriation by the Legislature, for programs to reduce air pollution from motor vehicles. This bill would impose an additional annual $4 charge on each motor vehicle registered in the state except those vehicles that are expressly exempted from the payment of registration fees, thereby imposing a tax. The bill would require the department to collect the charge and deposit
revenues from the charge in the Air Quality Improvement Fee Fund, which the bill would create. The bill would continuously appropriate the revenues in the fund to the department for distribution to air pollution control districts and air quality management districts based upon the amount of the charges collected from motor vehicles registered within each air district, thereby creating an appropriation. The bill would require these revenues to be used for the reduction of air pollution from motor vehicles and for related planning, monitoring, enforcement, and technical studies, as specified, or for the attainment or maintenance of state or federal ambient air quality standards or the reduction of toxic air contaminant emissions from motor vehicles.

**Position:** Watch

**AB 1637 Irwin** D (Dist. 42)  Local government: internet websites and email addresses.

**Location:** SENATE APPR. SUSPENSE FILE

Would, no later than January 1, 2029, require a local agency, as defined, that maintains an internet website for use by the public to ensure that the internet website utilizes a “.gov” top-level domain or a “.ca.gov” second-level domain and would require a local agency that maintains an internet website that is noncompliant with that requirement to redirect that internet website to a domain name that does utilize a “.gov” or “.ca.gov” domain. This bill, no later than January 1, 2029, would also require a local agency that maintains public email addresses to ensure that each email address provided to its employees utilizes a “.gov” domain name or a “.ca.gov” domain name. By adding to the duties of local officials, the bill would impose a state-mandated local program.

**ABX1 2 Fong, Vince** R (Dist. 32)  Motor Vehicle Fuel Tax Law: suspension of tax.

**Location:** ASSEMBLY PRINT

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, as defined, 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, as provided. 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.

**ACA 1 Aguiar-Curry** D (Dist. 4)  Local government financing: affordable housing and public infrastructure: voter approval.

**Location:** ASSEMBLY APPR.

The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, city and county, or special district, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure.

**Position:** Watch

**SB 4 Wiener** D (Dist. 11)  Planning and zoning: housing development: higher education institutions and religious institutions.
The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. That law allows a development proponent to submit an application for a development that is subject to a specified streamlined, ministerial approval process not subject to a conditional use permit, if the development satisfies certain objective planning standards. The Zenovich-Moscone-Chacon Housing and Home Finance Act establishes the California Tax Credit Allocation Committee within the Department of Housing and Community Development. Current law requires the committee to allocate state low-income housing tax credits in conformity with state and federal law that establishes a maximum rent that may be charged to a tenant for a project unit constructed using low-income housing tax credits. This bill would require that a housing development project be a use by right upon the request of an applicant who submits an application for streamlined approval, on any land owned by an independent institution of higher education or religious institution on or before January 1, 2024, if the development satisfies specified criteria, including that the development is not adjoined to any site where more than one-third of the square footage on the site is dedicated to industrial use. The bill would define various terms for these purposes.


The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.

SB 20 Rubio D (Dist. 22) Joint powers agreements: regional housing trusts.

The Joint Exercise of Powers Act specifically authorizes the creation of the Orange County Housing Finance Trust and the San Gabriel Valley Regional Housing Trust, both joint powers authorities, for the purpose of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within their respective regions, as specified. This bill would authorize 2 or more local agencies, as defined, to create a regional housing trust for the purpose of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within their jurisdictions by entering into a joint powers agreement pursuant to the Joint Exercise of Powers Act. The bill would also authorize a federally recognized tribal government to enter into the joint powers agreement. The bill would require a regional housing trust created pursuant to these provisions to be governed by a board of directors consisting of a minimum of 5 directors, as specified. The bill would authorize a regional housing trust to fund the planning, construction, and acquisition of housing, receive public and private financing and funds, and authorize and issue bonds, as specified. The bill would require the joint powers agreement establishing the regional housing trust to incorporate specified annual financial reporting and auditing requirements.


The bill would require a regional housing trust created pursuant to these provisions to be governed by a board of directors consisting of a minimum of 5 directors, as specified. The bill would authorize a regional housing trust to fund the planning, construction, and acquisition of housing, receive public and private financing and funds, and authorize and issue bonds, as specified. The bill would require the joint powers agreement establishing the regional housing trust to incorporate specified annual financial reporting and auditing requirements.
The California Global Warming Solutions Act of 2006 requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the State Air Resources Board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.

**SB 84** Gonzalez D (Dist. 33) Air quality programs: funding.

**Location:** SENATE INACTIVE FILE

Current law creates the Enhanced Fleet Modernization Program to provide compensation for the retirement and replacement of passenger vehicles and light-duty and medium-duty trucks that are high polluters. Existing law requires the Bureau of Automotive Repair to administer the program and the State Air Resources Board to adopt the guidelines for the program. Current law requires the guidelines to ensure vehicle replacement or a mobility option be an option for all motor vehicle owners and may be in addition to compensation for vehicles retired. Current law creates the Enhanced Fleet Modernization Subaccount in the High Polluter Repair or Removal Account and makes available, upon appropriation, all moneys in the account to establish, implement, and administer the program. This bill would require the guidelines to ensure each replacement vehicle in the program be either a plug-in hybrid or zero-emission vehicle unless the state board makes a specified determination in consultation with the State Energy Resources Conservation and Development Commission, as specified.

**Position:** Watch

**SB 229** Umberg D (Dist. 34) Surplus land: disposal of property: violations: public meeting.

**Location:** ASSEMBLY APPR.

Current law prescribes requirements for the disposal of land determined to be surplus land by a local agency. Those requirements include a requirement that a local agency, before disposing of a property or participating in negotiation to dispose of that property with a prospective transferee, send a written notice of availability of the property to specified entities, depending on the property’s intended use, and send specified information in regard to the disposal of the parcel of surplus land to the Department of Housing and Community Development. Current law, among other enforcement provisions, makes a local agency that disposes of land in violation of these disposal provisions, after receiving notification of violation from the department, liable for a penalty of 30% of the final sale price of the land sold in violation for a first violation and 50% for any subsequent violation. Under current law, except as specified, a local agency has 60 days to cure or correct an alleged violation before an enforcement action may be brought. This bill would require a local agency that has received a notification of violation from the department to hold an open and public session to review and consider the substance of the notice of violation. The bill would require the local agency’s governing body to provide prescribed notice no later than 14 days before the public session.

**SB 253** Wiener D (Dist. 11) Climate Corporate Data Accountability Act.

**Location:** ASSEMBLY APPR.
Would require the State Air Resources Board, on or before January 1, 2025, to develop and adopt regulations requiring specified partnerships, corporations, limited liability companies, and other business entities with total annual revenues in excess of $1,000,000,000 and that do business in California, defined as “reporting entities,” to publicly disclose to the emissions reporting organization, as defined, and verify, starting in 2026 on a date to be determined by the state board, and annually thereafter, their scope 1 and scope 2 greenhouse gas emissions, as defined, and, starting in 2027 and annually thereafter, their scope 3 greenhouse gas emissions, as defined, from the specified fiscal year, as provided. The bill would require the state board to review during 2029, and update as necessary on or before January 1, 2030, these deadlines to evaluate trends in scope 3 emissions reporting and to consider changes to the deadlines, as provided. The bill would require reporting entities to disclose their greenhouse gas emissions in manner that is easily understandable and accessible to residents of the state. The bill would require reporting entities to ensure that their public disclosures have been independently verified by a third-party auditor, as provided. The bill would require the state board, in developing these regulations, to consult with the Attorney General, other government stakeholders, investors, stakeholders representing consumer and environmental justice interests, and reporting entities that have demonstrated leadership in full-scope greenhouse gas emissions accounting and public disclosure and greenhouse gas emissions reductions. The bill would also require the state board to ensure that the verification process minimizes the need for reporting entities to engage multiple auditors and ensures sufficient auditor capacity, as well as timely reporting implementation, as required. The bill would further require the state board to contract with an emissions reporting organization to develop a reporting program to receive and make publicly available the required disclosures.

SB 411 Portantino D (Dist. 25) Open meetings: teleconferences: neighborhood councils.

Location: ASSEMBLY L. GOV.

The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill, until January 1, 2028, would authorize an eligible legislative body to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if the city council has adopted an authorizing resolution and 2/3 of an eligible legislative body votes to use the alternate teleconferencing provisions. The bill would define “eligible legislative body” for this purpose to mean a neighborhood council that is an advisory body with the purpose to promote more citizen participation in government and make government more responsive to local needs that is established pursuant to the charter of a city with a population of more than 3,000,000 people that is subject to the act.

Position: Watch

SB 493 Min D (Dist. 37) Air pollution: alternative vehicles and electric and hydrogen infrastructure.

Location: ASSEMBLY APPR.

Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission), in consultation with the State Air Resources Board (state board) and the Public Utilities Commission (PUC), to prepare a statewide assessment of fuel cell electric vehicle fueling infrastructure and fuel production needed to support the adoption of zero-emission trucks, buses, and off-road vehicles at levels necessary for the state to meet the goals and requirements of Executive Order No. N-79-20 and any state board regulatory action...
that requires or allows zero-emission vehicles in the heavy-duty vehicle and off-road sectors. Current law also requires the Energy Commission, working with the state board and the PUC, to prepare a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5,000,000 zero-emission vehicles on California roads by 2030, and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. This bill would require the assessment of the fuel cell electric vehicle fueling infrastructure and fuel production to additionally include an assessment of storage and transport facilities, and the assessment of the electric vehicle charging infrastructure to additionally include electric system infrastructure and electric generation. The bill would expand the scope of the latter assessment to include the electric vehicle charging infrastructure, electric system infrastructure, and electric generation needed for the state to meet the goals of Executive Order No. N-79-20 and any state board regulatory action that requires or allows zero-emission vehicles in the heavy-duty vehicle and off-road sectors. The bill would require both assessments to identify any barriers to the deployment of hydrogen infrastructure and any barriers to the deployment of electric infrastructure, respectively, for medium- and heavy-duty fleets and recommendations for addressing those barriers. The bill would require the Energy Commission to publish a determination regarding the adequacy of completed or planned charging or fueling sites for the 5 years following the completion of the initial statewide assessment and the findings of the electric vehicle charging infrastructure assessment, as provided.

SB 537 Becker D (Dist. 13) Open meetings: multijurisdictional, cross-county agencies: teleconferences.

Location: ASSEMBLY L. GOV.

Current law, under the Ralph M. Brown Act, requires that, during a teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Current law, until January 1, 2024, authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency or in other situations related to public health that exempt a legislative body from the general requirements (emergency provisions) and impose different requirements for notice, agenda, and public participation, as prescribed. The emergency provisions specify that they do not require a legislative body to provide a physical location from which the public may attend or comment. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency’s jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. These circumstances include if a member shows “just cause,” including for a childcare or caregiving need of a relative that requires the member to participate remotely. This bill would expand the circumstances of “just cause” to apply to the situation in which an immunocompromised child, parent, grandparent, or other specified relative requires the member to participate remotely.

SB 538 Portantino D (Dist. 25) Department of Transportation: Chief Advisor on Bicycling and Active Transportation.

Location: ASSEMBLY APPR.

Current law establishes the Department of Transportation and provides that the Director of Transportation shall perform all duties, exercise all powers and jurisdiction, assume and discharge all responsibilities, and carry out and effect all purposes vested by law in the department, except as otherwise provided by law. This bill would require the director to appoint a Chief Advisor on Bicycling and Active Transportation, to serve as the department’s primary advisor on all issues related to bicycle transportation, safety, and infrastructure, as specified.

SB 614 Blakespear D (Dist. 38) Transportation Development Act.
The Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, provides for funding of local public transit systems throughout the state, as provided. The act makes legislative findings and declarations in that regard. This bill would make nonsubstantive changes to the legislative findings and declarations of the act.

**SB 617**  
Newman  
D (Dist. 29)  
Public contracts: progressive design-build: local and regional agencies: transit.

Current law, until January 1, 2029, authorizes local agencies, defined as any city, county, city and county, or special district authorized by law to provide for the production, storage, supply, treatment, or distribution of any water from any source, to use the progressive design-build process for up to 15 public works projects in excess of $5,000,000 for each project that treats, pumps, stores, or conveys water, wastewater, recycled water, advanced treated water, or supporting facilities. Current law defines “progressive design-build” 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. Current law requires the selected entity and its general partners or joint venture members to verify specified information under penalty of perjury. Current law requires local agencies to report to the Legislature by January 1, 2028, regarding the use of the progressive design-build process, as specified. This bill, until January 1, 2029, would similarly authorize a transit district, municipal operator, consolidated agency, joint powers authority, regional transportation agency, or local or regional agency, as described, to use the progressive design-build process for up to 10 public works projects in excess of $5,000,000 for each project.

**Position:** Support

**SB 677**  
Blakespear  
D (Dist. 38)  
Intercity rail: LOSSAN Rail Corridor.

Current law authorizes the Department of Transportation, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor, including the LOSSAN Rail Corridor. Current law provides for the allocation of state funds by the secretary to a joint powers board under an interagency transfer agreement based on an annual business plan for the intercity rail corridor and subsequent appropriation of state funds. Existing law requires the joint powers board to submit the annual business plan to the secretary for review and recommendation by April 1 of each year. Current law requires the business plan to include, among other things, a report on the performance of the corridor service, an overall operating plan, short-term and long-term capital improvement programs, funding requirements for the upcoming fiscal year, and an action plan with specific performance goals and objectives. This bill would require the LOSSAN Rail 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, as specified. To the extent the bill would add to the duties of the LOSSAN Rail Corridor Agency, the bill would impose a state-mandated local program.

**SB 695**  
Gonzalez  
D (Dist. 33)  
Department of Transportation: state highway system: public data portal.

Current law authorizes the Department of Transportation, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor, including the LOSSAN Rail Corridor. Current law provides for the allocation of state funds by the secretary to a joint powers board under an interagency transfer agreement based on an annual business plan for the intercity rail corridor and subsequent appropriation of state funds. Existing law requires the joint powers board to submit the annual business plan to the secretary for review and recommendation by April 1 of each year. Current law requires the business plan to include, among other things, a report on the performance of the corridor service, an overall operating plan, short-term and long-term capital improvement programs, funding requirements for the upcoming fiscal year, and an action plan with specific performance goals and objectives. This bill would require the LOSSAN Rail 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, as specified. To the extent the bill would add to the duties of the LOSSAN Rail Corridor Agency, the bill would impose a state-mandated local program.
Current law requires the Department of Transportation to improve and maintain state highways. This bill would require the department, beginning September 1, 2024, to annually prepare and make available on its internet website information and data about activities on the state highway system from the prior fiscal year. The bill would also require the department to prepare and post on its internet website, no later than September 1, 2024, data and information about activities on the state highway system covering the period from July 1, 2018, to July 1, 2023. The bill would require the California Transportation Commission to include this data and information in its annual report to the Legislature. The bill would require the department to prepare and make available on its internet website data and information on planned, pending projects on the state highway system.

**SB 706 Caballero D (Dist. 14) Public contracts: progressive design-build: local agencies.**

**Location:** ASSEMBLY APPR.

Current law, until January 1, 2029, authorizes local agencies, defined as any city, county, city and county, or special district authorized by law to provide for the production, storage, supply, treatment, or distribution of any water from any source, to use the progressive design-build process for up to 15 public works projects in excess of $5,000,000 for each project, similar to the progressive design-build process authorized for use by the Director of General Services. This bill would, until January 1, 2030, provide additional authority for cities, counties, cities and counties, or special districts to use the progressive design-build process for up to 10 public works in excess of $5,000,000, not limited to water-related projects, excluding projects on state-owned or state-operated facilities. The bill would require information to be provided under penalty of perjury and would require similar reports due no later than December 31, 2028.

**Position:** Support

**SB 710 Durazo D (Dist. 26) Sale of excess state highway property: State Highway Route 710 Terminus.**

**Location:** ASSEMBLY APPR.

Current law, if the Department of Transportation determines that real property, or an interest in the property, acquired for highway purposes is no longer necessary for those purposes, authorizes the department to sell or exchange the property or property interest in the manner and upon terms, standards, and conditions established by the California Transportation Commission, as provided. Current law authorizes the California Transportation Commission to relinquish a portion of State Highway Route 710. This bill would require the department to establish and administer a Terminus Regional Planning Task Force, as provided, to meet quarterly and complete and submit a report to the Legislature on the issues of traffic and potential land use related to the State Route 710 Terminus adjacent areas, as defined. The bill would repeal these provisions on January 1, 2027.

**SB 747 Caballero D (Dist. 14) Land use: economic development: surplus land.**

**Location:** ASSEMBLY APPR.

Would authorize a city, county, or city and county, in addition to a sale or lease, to otherwise transfer property to create an economic opportunity. The bill would make related, conforming changes. The bill would additionally state the Legislature’s intent is to ensure that residents of the state have access to jobs that allow them to afford housing without the need for public subsidies.

**SB 825 Limón D (Dist. 19) Local government: public broadband services.**

**Location:** ASSEMBLY THIRD READING
Would add metropolitan planning organizations and regional transportation planning authorities to that list of local
government agencies included in the definition of “local agency.”

**SB 849 Stern D (Dist. 27) Air pollution: emissions from ports.**

**Location:** SENATE RLS.

Under existing law, the State Air Resources Board has adopted the Ocean-Going Vessels At Berth Regulation to
increase emissions reductions from oceangoing vessels at berth in state ports to provide more air quality and health
benefits to the people living and working in and around California’s busiest seaports. This bill would state the intent
of the Legislature to enact subsequent legislation to reduce emissions at the ports of California.

**SBX1 1 Jones R (Dist. 40) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.**

**Location:** SENATE RLS.

The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and
regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions
to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse
gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted
the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those
emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and
penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance
mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel
Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for
the use of market-based compliance mechanisms for one year.

Total Measures: 47

Total Tracking Forms: 47
Minute Action

AGENDA ITEM: 3

Date:  August 9, 2023

Subject:  Bill Position Recommendation

Recommendation:
That the Legislative Policy Committee, on behalf of the San Bernardino County Transportation Authority Board of Directors, adopt the following recommended position:

Approve a support position on Senate Concurrent Resolution (SCR) 59 by Senator Rosilicie Ochoa Bogh that recounts the life and career of Senator Bob Dutton and designates the overcrossing on State Route 210 at Archibald Avenue in the City of Rancho Cucamonga as the Senator Bob Dutton Memorial Overcrossing.

Background:

Senate Concurrent Resolution (SCR) 59 (Ochoa Bogh)
Senator Bob Dutton Memorial Overcrossing

SCR 59 by Senator Rosilicie Ochoa Bogh would designate the overcrossing on State Route 210 at Archibald Avenue in the city of Rancho Cucamonga after former State Senator Bob Dutton. Senator Dutton passed away in July 2022. The measure requests Caltrans determine the cost of signage and receive nonstate donations to erect those signs.

Naming the overpass in the City of Rancho Cucamonga where Senator Dutton lived and served as a City Council member is a befitting tribute to a longtime dedicated San Bernardino County public servant.

Senator Dutton’s public service for the County of San Bernardino spanned more than 20 years and included various terms on City Council, California State Assembly, California State Senate and as the Assessor-Recorder for the County of San Bernardino. His work and dedication to San Bernardino County infrastructure, more specifically transportation, was evident in his time as the Republican Leader in the State Senate and on the Senate Transportation Committee.

Senator Dutton played a pivotal role ensuring that the Proposition 1B Transportation Bond Act of 2006 included important local priorities such as: improvements to bridge seismic safety, reductions in congestion, upgrades to major transportation corridors, and the expansion of transit services.

His work on areas of importance to San Bernardino County Transportation Authority (SBCTA) are just a few of the many contributions he made to local communities.

In recognition of Senator Dutton’s dedicated service to our region, SBCTA staff is recommending a support position on SCR 59.

Bill text of SCR 59 can be found in Attachment A.

Financial Impact:
This item has no financial impact to the Fiscal Year 2023/2024 Budget.

Reviewed By:
This item is not scheduled for review by any other policy committee or technical advisory committee.

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority
Responsible Staff:
Louis Vidaure, Legislative Analyst
Senate Concurrent Resolution No. 59

Introduced by Senator Ochoa Bogh
(Coauthors: Senators Archuleta, Bradford, Dahle, Grove, Jones, Laird, Newman, Nguyen, Niello, Seyarto, and Umberg)

May 1, 2023

Senate Concurrent Resolution No. 59—Relative to the Senator Bob Dutton Memorial Overcrossing.

LEGISLATIVE COUNSEL’S DIGEST

SCR 59, as introduced, Ochoa Bogh. Senator Bob Dutton Memorial Overcrossing.

This measure would designate the overcrossing on State Route 210 at Archibald Avenue in the City of Rancho Cucamonga as the Senator Bob Dutton Memorial Overcrossing. The measure would request that the Department of Transportation determine the cost of appropriate signs showing this special designation and, upon receiving donations from nonstate sources covering that cost, erect those signs.

Fiscal committee: no.

WHEREAS, The passing of Senator Robert “Bob” Dutton at 71 years of age, on July 23, 2022, has brought a sense of immense sorrow and loss to the people of the County of San Bernardino; and

WHEREAS, Senator Dutton was born in the City of Lincoln, Nebraska, on October 13, 1950, and moved to California in 1969, where he served in the United States Army Reserve and California Air National Guard; and

WHEREAS, Senator Dutton dedicated his life to the people of the City of Rancho Cucamonga and the County of San Bernardino,
serving over 50 years in the community, where he was nicknamed “RC Bob”; and
WHEREAS, Senator Dutton opened a real estate investment and management firm, Dutton & Associates, Inc., with his father, Ted Dutton, located in the City of Rancho Cucamonga and served as a board member and president of the Rancho Cucamonga Chamber of Commerce; and
WHEREAS, Senator Dutton was elected to the Rancho Cucamonga City Council in 1998, where he led the fight to eliminate the city’s utility tax, which was successfully abolished in 2001; and
WHEREAS, Senator Dutton was elected to the California State Assembly to serve the 63rd Assembly District in 2002 and was elected to the California State Senate to serve the 31st Senate District in 2004, where he served as the Vice Chair of the Senate Committee on Rules and the Senate Committee on Budget and Fiscal Review, took the lead on housing and transportation issues, and was deeply passionate about fiscal responsibility and defending taxpayers; and
WHEREAS, As a state legislator, Senator Dutton led the effort to pardon Snickers the Bear, an orphaned black bear in his district, by hand delivering the letters of local schoolchildren to then-Governor Arnold Schwarzenegger, requesting Snickers be returned from a state facility to Wildhaven Ranch Wildlife Sanctuary and united with her companion, Little Bear, a fellow orphaned black bear; and
WHEREAS, Senator Dutton was elected to serve as the County of San Bernardino’s Assessor-Recorder-Clerk in 2014 and was appointed County Clerk where he led a department of 250 county employees; and
WHEREAS, Senator Dutton received many honors, including being named Legislator of the Year by the League of California Cities, the California State Sheriffs’ Association, the California Alliance of Small Business Associations, and the California Small Business Roundtable; and
WHEREAS, Senator Dutton served many community and civic organizations, including the YMCA, the American Red Cross, the Rancho Cucamonga Chamber of Commerce, the Community Foundation, and the San Bernardino County Sheriff’s Council; now, therefore, be it
Resolved by the Senate of the State of California, the Assembly thereof concurring, That the Legislature expresses its deepest sympathy at the passing of Senator Bob Dutton and, by this resolution, memorializes him for his exemplary record of personal, professional, and civic achievements, as well as the love and devotion he shared with his family and friends, by designating the overcrossing on State Route 210 at Archibald Avenue in the City of Rancho Cucamonga as the Senator Bob Dutton Memorial Overcrossing; and be it further

Resolved, That the Department of Transportation is requested to determine the cost of appropriate signs consistent with the signing requirements for the state highway system showing this special designation and, upon receiving donations from nonstate sources sufficient to cover the cost of the signs for which the donations were made, to erect those signs; and be it further

Resolved, That the Secretary of the Senate transmit copies of this resolution to the Director of Transportation and to the author for appropriate distribution.
AGENDA ITEM: 4

Date: August 9, 2023

Subject: Federal Legislative Update

Recommendation:
Receive the August 2023 Federal Legislative Update and provide direction as appropriate.

Background:
Fiscal Year 2024 Budget

Although negotiations on the debt limit caused significant delays this year, setting new spending caps late in the process, the House and Senate Appropriations Committees were working very quickly to pass the majority of their Fiscal Year 2024 (FY24) spending bills prior to the Summer Recess.

The House and Senate Appropriations Committees anticipated schedule to pass spending bills can be found in Attachment A.

The House and Senate Appropriations Committees’ passed their Transportation, Housing and Urban Development (THUD) passed their proposed spending bills on July 18th and July 20th, 2023, respectively.

FY24 House THUD Summary

$21.574 billion - Department of Transportation (Discretionary)
- $7.161 billion below the FY23 enacted level
- $79.342 billion in obligation limitation for Highway Trust Fund programs
- $100.915 billion in total budgetary resources

<table>
<thead>
<tr>
<th>Office</th>
<th>FY24 House</th>
<th>Compared to FY23</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Aviation Administration</td>
<td>$19.553B</td>
<td>+ $529M</td>
</tr>
<tr>
<td>Federal Highway Administration</td>
<td>$62.092B</td>
<td>- $829.8M</td>
</tr>
<tr>
<td>Federal Railroad Administration</td>
<td>$1.451B</td>
<td>- $1.952B</td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td>$14.671B</td>
<td>- $2.297B</td>
</tr>
<tr>
<td>Maritime Administration</td>
<td>$753.3M</td>
<td>- $226.9M below request</td>
</tr>
<tr>
<td>Office of the Secretary</td>
<td>$664.5M</td>
<td>- $1.436B below request</td>
</tr>
</tbody>
</table>

Key Points & Highlights from the House THUD Summary

- Federal Transit Administration (FTA) FY24 contract authority funds (includes 5307 & 5337 formula funds) were not cut, plus the 2.3% increases from the Infrastructure Investment and Jobs Act (IIJA) were retained.

- General Fund grant accounts cut. Federal Railroad Administration (FRA) accounts especially hit hard since FRA has only General Funds and no trust funds. Also, General-Funded FTA 5309 grants cut.

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority
In FRA, only Consolidated Rail Infrastructure and Safety Improvements (CRISI) and Amtrak got new FY24 grant appropriations, but those were both cut from FY23 levels. 11% of the CRISI funds will be earmarked.

No other FRA grants accounts got new FY24 appropriations, but IIJA advance appropriations were not clawed back, which includes CRISI, Railroad Crossings, and Federal-State Partnership State of Good Repair.

In FTA, $131 million in extra General Funds were provided for earmarks.

House THUD did not claw back advance appropriations from the IIJA for FTA or FRA grant funds.

The bill does not provide additional appropriations for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) or National Infrastructure Project Assistance (Mega) grant programs, which receive a collective $2.5 billion ($1.5 billion for RAISE and $1 billion for Mega) in advanced appropriations for FY24 through the IIJA.

Of note, the House spending bill did include a $2,000,000 Community Project Funding request for SBCTA’s US 395 Freight Mobility and Safety Project, sponsored by Congressman Jay Obernolte.

### FY24 Senate THUD Summary

<table>
<thead>
<tr>
<th>Office</th>
<th>FY24 Senate</th>
<th>Compared Enacted</th>
<th>to FY23</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Aviation Administration</td>
<td>$20.3B</td>
<td>+$1.3B</td>
<td></td>
</tr>
<tr>
<td>Federal Highway Administration</td>
<td>$62.8B</td>
<td>-$100M</td>
<td></td>
</tr>
<tr>
<td>Federal Railroad Administration</td>
<td>$3.4B</td>
<td>= Same Amount</td>
<td></td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td>$16.9B</td>
<td>-$70M</td>
<td></td>
</tr>
<tr>
<td>Maritime Administration</td>
<td>$1.2B</td>
<td>+$304M</td>
<td></td>
</tr>
<tr>
<td>Office of the Secretary</td>
<td>$1.5B</td>
<td>= Same Amount</td>
<td></td>
</tr>
</tbody>
</table>

### Key Points & Highlights from the Senate THUD Summary

Unlike the House bill, the Senate bill maintains critical funding for the RAISE Grant program.

The bill provides $60.096 billion for Federal-aid Highways, consistent with the IIJA-authorized level of spending from the Highway Trust Fund, with an additional $2.047 billion for Highway Infrastructure Programs. This includes $45 million for the Active Transportation Infrastructure Investment Program, $150 million for Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grants, $1.145 billion for bridges, $100 million for the Appalachian Development Highway System, $20 million for Scenic Byways, and other programs.
Legislative Policy Committee Agenda Item
August 9, 2023
Page 3

- A total of $3.4 billion is provided for the Federal Railroad Administration (FRA). This includes $2.45 billion for Amtrak to sustain operations, maintain a state of good repair, and safely get passengers to their destinations.

- The bill provides $16.865 billion for the FTA, including $2.45 billion for Capital Investment Grants, a $240 million increase over fiscal year 2023, to continue investing in America’s transit infrastructure. It also includes $365.8 million in budget authority, $184 million above fiscal year 2023, for Transit Investment Grants, including $161.8 million for Buses and Bus Facilities, $50 million for the Low- and No-emissions program; $45 million for areas of persistent poverty; and $43 million for urban and rural ferry programs.

Of note, the Senate bill included a $1,600,000 Congressionally Directed Spending request for Metrolink’s Rail Crossing Integration Technology for Safety and Congestion Relief Project, sponsored by Senators Feinstein and Padilla.

Legislative Calendar

The House and Senate adjourned for summer recess on July 28, 2023, through the month of August and scheduled to return to Washington, D.C., on September 5th and September 12th, 2023, respectively.

Financial Impact:
This item has no financial impact on the Fiscal Year 2023/2024 Budget.

Reviewed By:
This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:
Louis Vidaure, Legislative Analyst
<table>
<thead>
<tr>
<th>Appropriations Bill</th>
<th>House Appropriations Full Committee</th>
<th>House Floor Vote</th>
<th>Senate Appropriations Full Committee</th>
<th>Senate Floor Vote</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture, Rural Development, Food and Drug Administration, and Related Agencies</td>
<td>June 14&lt;sup&gt;th&lt;/sup&gt;</td>
<td>TBD</td>
<td>June 22&lt;sup&gt;nd&lt;/sup&gt;</td>
<td>TBD</td>
</tr>
<tr>
<td>Commerce, Justice, Science, and Related Agencies</td>
<td>TBD</td>
<td>July 13&lt;sup&gt;th&lt;/sup&gt;</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>Defense</td>
<td>June 22&lt;sup&gt;nd&lt;/sup&gt;</td>
<td>TBD</td>
<td>July 27&lt;sup&gt;th&lt;/sup&gt;</td>
<td>TBD</td>
</tr>
<tr>
<td>Energy and Water Development</td>
<td>June 22&lt;sup&gt;nd&lt;/sup&gt;</td>
<td>TBD</td>
<td>July 20&lt;sup&gt;th&lt;/sup&gt;</td>
<td>TBD</td>
</tr>
<tr>
<td>Financial Services and General Government</td>
<td>July 13&lt;sup&gt;th&lt;/sup&gt;</td>
<td>TBD</td>
<td>July 13&lt;sup&gt;th&lt;/sup&gt;</td>
<td>TBD</td>
</tr>
<tr>
<td>Homeland Security</td>
<td>June 21&lt;sup&gt;st&lt;/sup&gt;</td>
<td>TBD</td>
<td>July 27&lt;sup&gt;th&lt;/sup&gt;</td>
<td>TBD</td>
</tr>
<tr>
<td>Interior, Environment, and Related Agencies</td>
<td>July 19&lt;sup&gt;th&lt;/sup&gt;</td>
<td>TBD</td>
<td>July 27&lt;sup&gt;th&lt;/sup&gt;</td>
<td>TBD</td>
</tr>
<tr>
<td>Labor, Health and Human Services, Education, and Related Agencies</td>
<td>TBD</td>
<td>July 27&lt;sup&gt;th&lt;/sup&gt;</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>Legislative Branch</td>
<td>June 21&lt;sup&gt;st&lt;/sup&gt;</td>
<td>TBD</td>
<td>July 13&lt;sup&gt;th&lt;/sup&gt;</td>
<td>TBD</td>
</tr>
<tr>
<td>Military Construction, Veterans Affairs, and Related Agencies</td>
<td>June 13&lt;sup&gt;th&lt;/sup&gt;</td>
<td>July 27&lt;sup&gt;th&lt;/sup&gt;</td>
<td>June 22&lt;sup&gt;nd&lt;/sup&gt;</td>
<td>TBD</td>
</tr>
<tr>
<td>State, Foreign Operations, and Related Programs</td>
<td>July 12&lt;sup&gt;th&lt;/sup&gt;</td>
<td>TBD</td>
<td>July 20&lt;sup&gt;th&lt;/sup&gt;</td>
<td>TBD</td>
</tr>
<tr>
<td>Transportation, Housing and Urban Development, and Related Agencies</td>
<td>July 18&lt;sup&gt;th&lt;/sup&gt;</td>
<td>TBD</td>
<td>July 20&lt;sup&gt;th&lt;/sup&gt;</td>
<td>TBD</td>
</tr>
</tbody>
</table>
ADDITIONAL INFORMATION
## LEGISLATIVE POLICY COMMITTEE ATTENDANCE RECORD – 2023

<table>
<thead>
<tr>
<th>Name</th>
<th>Jan</th>
<th>Feb</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>Aug</th>
<th>Sept</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curt Hagman</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Board of Supervisors</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paul Cook</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Board of Supervisors</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dawn Rowe</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Board of Supervisors</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Art Bishop</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town of Apple Valley</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Larry McCallon</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Highland</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alan Wapner</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Ontario</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rick Denison</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town of Yucca Valley</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- X = member attended meeting
- * = alternate member attended meeting
- Empty box = Did not attend meeting
- Crossed out box = not a Board Member at the time
- Shaded box = No meeting
This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist Board Members and partners as they participate in deliberations at Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. Staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB</td>
<td>Assembly Bill</td>
</tr>
<tr>
<td>ACE</td>
<td>Alameda Corridor East</td>
</tr>
<tr>
<td>ACT</td>
<td>Association for Commuter Transportation</td>
</tr>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act</td>
</tr>
<tr>
<td>ADT</td>
<td>Average Daily Traffic</td>
</tr>
<tr>
<td>APTA</td>
<td>American Public Transportation Association</td>
</tr>
<tr>
<td>AQMP</td>
<td>Air Quality Management Plan</td>
</tr>
<tr>
<td>ARRA</td>
<td>American Recovery and Reinvestment Act</td>
</tr>
<tr>
<td>ATMIS</td>
<td>Advanced Transportation Management Information Systems</td>
</tr>
<tr>
<td>BAT</td>
<td>Barstow Area Transit</td>
</tr>
<tr>
<td>CALACT</td>
<td>California Association for Coordination Transportation</td>
</tr>
<tr>
<td>CALCOG</td>
<td>California Association of Councils of Governments</td>
</tr>
<tr>
<td>CALSAFE</td>
<td>California Committee for Service Authorities for Freeway Emergencies</td>
</tr>
<tr>
<td>CARB</td>
<td>California Air Resources Board</td>
</tr>
<tr>
<td>CEQA</td>
<td>California Environmental Quality Act</td>
</tr>
<tr>
<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality</td>
</tr>
<tr>
<td>CMIA</td>
<td>Corridor Mobility Improvement Account</td>
</tr>
<tr>
<td>CMP</td>
<td>Congestion Management Program</td>
</tr>
<tr>
<td>CNG</td>
<td>Compressed Natural Gas</td>
</tr>
<tr>
<td>COG</td>
<td>Council of Governments</td>
</tr>
<tr>
<td>CPUC</td>
<td>California Public Utilities Commission</td>
</tr>
<tr>
<td>CSAC</td>
<td>California State Association of Counties</td>
</tr>
<tr>
<td>CTA</td>
<td>California Transit Association</td>
</tr>
<tr>
<td>CTC</td>
<td>California Transportation Commission</td>
</tr>
<tr>
<td>CTC</td>
<td>County Transportation Commission</td>
</tr>
<tr>
<td>CTP</td>
<td>Comprehensive Transportation Plan</td>
</tr>
<tr>
<td>DBE</td>
<td>Disadvantaged Business Enterprise</td>
</tr>
<tr>
<td>DEMO</td>
<td>Federal Demonstration Funds</td>
</tr>
<tr>
<td>DOT</td>
<td>Department of Transportation</td>
</tr>
<tr>
<td>EA</td>
<td>Environmental Assessment</td>
</tr>
<tr>
<td>E&amp;D</td>
<td>Elderly and Disabled</td>
</tr>
<tr>
<td>E&amp;H</td>
<td>Elderly and Handicapped</td>
</tr>
<tr>
<td>EIR</td>
<td>Environmental Impact Report (California)</td>
</tr>
<tr>
<td>EIS</td>
<td>Environmental Impact Statement (Federal)</td>
</tr>
<tr>
<td>EPA</td>
<td>Environmental Protection Agency</td>
</tr>
<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>FSP</td>
<td>Freeway Service Patrol</td>
</tr>
<tr>
<td>FRA</td>
<td>Federal Railroad Administration</td>
</tr>
<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td>FTIP</td>
<td>Federal Transportation Improvement Program</td>
</tr>
<tr>
<td>GFOA</td>
<td>Government Finance Officers Association</td>
</tr>
<tr>
<td>GIS</td>
<td>Geographic Information Systems</td>
</tr>
<tr>
<td>HOV</td>
<td>High-Occupancy Vehicle</td>
</tr>
<tr>
<td>ICTC</td>
<td>Interstate Clean Transportation Corridor</td>
</tr>
<tr>
<td>IEEP</td>
<td>Inland Empire Economic Partnership</td>
</tr>
<tr>
<td>ISTEAA</td>
<td>Intermodal Surface Transportation Efficiency Act of 1991</td>
</tr>
<tr>
<td>IIP/ITIP</td>
<td>Interregional Transportation Improvement Program</td>
</tr>
<tr>
<td>ITS</td>
<td>Intelligent Transportation Systems</td>
</tr>
<tr>
<td>IVDA</td>
<td>Inland Valley Development Agency</td>
</tr>
<tr>
<td>JARC</td>
<td>Job Access Reverse Commute</td>
</tr>
<tr>
<td>LACMTA</td>
<td>Los Angeles County Metropolitan Transportation Authority</td>
</tr>
<tr>
<td>LNG</td>
<td>Liquefied Natural Gas</td>
</tr>
<tr>
<td>LTF</td>
<td>Local Transportation Funds</td>
</tr>
<tr>
<td>Acronym</td>
<td>Description</td>
</tr>
<tr>
<td>----------</td>
<td>----------------------------------------------------------------</td>
</tr>
<tr>
<td>MAGLEV</td>
<td>Magnetic Levitation</td>
</tr>
<tr>
<td>MARTA</td>
<td>Mountain Area Regional Transportation Authority</td>
</tr>
<tr>
<td>MBTA</td>
<td>Morongo Basin Transit Authority</td>
</tr>
<tr>
<td>MDAB</td>
<td>Mojave Desert Air Basin</td>
</tr>
<tr>
<td>MDAQMD</td>
<td>Mojave Desert Air Quality Management District</td>
</tr>
<tr>
<td>MOU</td>
<td>Memorandum of Understanding</td>
</tr>
<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>MSRC</td>
<td>Mobile Source Air Pollution Reduction Review Committee</td>
</tr>
<tr>
<td>NAT</td>
<td>Needles Area Transit</td>
</tr>
<tr>
<td>NEPA</td>
<td>National Environmental Policy Act</td>
</tr>
<tr>
<td>OA</td>
<td>Obligation Authority</td>
</tr>
<tr>
<td>OCTA</td>
<td>Orange County Transportation Authority</td>
</tr>
<tr>
<td>PA&amp;ED</td>
<td>Project Approval and Environmental Document</td>
</tr>
<tr>
<td>PASTACC</td>
<td>Public and Specialized Transportation Advisory and Coordinating Council</td>
</tr>
<tr>
<td>PDT</td>
<td>Project Development Team</td>
</tr>
<tr>
<td>PNRS</td>
<td>Projects of National and Regional Significance</td>
</tr>
<tr>
<td>PPM</td>
<td>Planning, Programming and Monitoring Funds</td>
</tr>
<tr>
<td>PSE</td>
<td>Plans, Specifications and Estimates</td>
</tr>
<tr>
<td>PSR</td>
<td>Project Study Report</td>
</tr>
<tr>
<td>PTA</td>
<td>Public Transportation Account</td>
</tr>
<tr>
<td>PTC</td>
<td>Positive Train Control</td>
</tr>
<tr>
<td>PTMISEA</td>
<td>Public Transportation Modernization, Improvement and Service Enhancement Account</td>
</tr>
<tr>
<td>RCTC</td>
<td>Riverside County Transportation Commission</td>
</tr>
<tr>
<td>RDA</td>
<td>Redevelopment Agency</td>
</tr>
<tr>
<td>RFP</td>
<td>Request for Proposal</td>
</tr>
<tr>
<td>RIP</td>
<td>Regional Improvement Program</td>
</tr>
<tr>
<td>RSTIS</td>
<td>Regionally Significant Transportation Investment Study</td>
</tr>
<tr>
<td>RTIP</td>
<td>Regional Transportation Improvement Program</td>
</tr>
<tr>
<td>RTP</td>
<td>Regional Transportation Plan</td>
</tr>
<tr>
<td>RTPA</td>
<td>Regional Transportation Planning Agencies</td>
</tr>
<tr>
<td>SB</td>
<td>Senate Bill</td>
</tr>
<tr>
<td>SAFE</td>
<td>Service Authority for Freeway Emergencies</td>
</tr>
<tr>
<td>SAFETEA-LU</td>
<td>Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users</td>
</tr>
<tr>
<td>SCAB</td>
<td>South Coast Air Basin</td>
</tr>
<tr>
<td>SCAG</td>
<td>Southern California Association of Governments</td>
</tr>
<tr>
<td>SCAQMD</td>
<td>South Coast Air Quality Management District</td>
</tr>
<tr>
<td>SCRRA</td>
<td>Southern California Regional Rail Authority</td>
</tr>
<tr>
<td>SHA</td>
<td>State Highway Account</td>
</tr>
<tr>
<td>SHOPP</td>
<td>State Highway Operations and Protection Program</td>
</tr>
<tr>
<td>SOV</td>
<td>Single-Occupant Vehicle</td>
</tr>
<tr>
<td>SRTP</td>
<td>Short Range Transit Plan</td>
</tr>
<tr>
<td>STAF</td>
<td>State Transit Assistance Funds</td>
</tr>
<tr>
<td>STIP</td>
<td>State Transportation Improvement Program</td>
</tr>
<tr>
<td>STP</td>
<td>Surface Transportation Program</td>
</tr>
<tr>
<td>TAC</td>
<td>Technical Advisory Committee</td>
</tr>
<tr>
<td>TCIF</td>
<td>Trade Corridor Improvement Fund</td>
</tr>
<tr>
<td>TCM</td>
<td>Transportation Control Measure</td>
</tr>
<tr>
<td>TCRP</td>
<td>Traffic Congestion Relief Program</td>
</tr>
<tr>
<td>TDA</td>
<td>Transportation Development Act</td>
</tr>
<tr>
<td>TEA</td>
<td>Transportation Enhancement Activities</td>
</tr>
<tr>
<td>TEA-21</td>
<td>Transportation Equity Act for the 21st Century</td>
</tr>
<tr>
<td>TMC</td>
<td>Transportation Management Center</td>
</tr>
<tr>
<td>TMEE</td>
<td>Traffic Management and Environmental Enhancement</td>
</tr>
<tr>
<td>TSM</td>
<td>Transportation Systems Management</td>
</tr>
<tr>
<td>TSSDRA</td>
<td>Transit System Safety, Security and Disaster Response Account</td>
</tr>
<tr>
<td>USFWS</td>
<td>United States Fish and Wildlife Service</td>
</tr>
<tr>
<td>VCTC</td>
<td>Ventura County Transportation Commission</td>
</tr>
<tr>
<td>VVTA</td>
<td>Victor Valley Transit Authority</td>
</tr>
<tr>
<td>WRCOG</td>
<td>Western Riverside Council of Governments</td>
</tr>
</tbody>
</table>
MISSION STATEMENT

Our mission is to improve the quality of life and mobility in San Bernardino County. Safety is the cornerstone of all we do. We achieve this by:

• Making all transportation modes as efficient, economical, and environmentally responsible as possible.
• Envisioning the future, embracing emerging technology, and innovating to ensure our transportation options are successful and sustainable.
• Promoting collaboration among all levels of government.
• Optimizing our impact in regional, state, and federal policy and funding decisions.
• Using all revenue sources in the most responsible and transparent way.

Approved December 4, 2019