

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
June 2023
Metro Government Relations**

STATE LEGISLATION

| Bill ID/Topic | Location | Summary | Position |
|---|--|---|----------|
| <p>AB 6 Friedman D</p> <p>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.</p> | <p>5/11/2023-A. THIRD READING 5/11/2023-Read second time. Ordered to third reading.</p> | <p>Current law requires that each regional transportation plan also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively.</p> <ul style="list-style-type: none"> • This bill would require the state board, after January 1, 2024, and not later than September 30, 2026, to establish additional targets for 2035 and 2045, respectively, as specified. | |
| <p>AB 7 Friedman D</p> <p>Transportation: planning: project selection processes.</p> | <p>5/18/2023-A. THIRD READING 5/25/2023-Read third time and amended. Ordered to third reading.</p> | <p>Current law establishes within state government the Transportation Agency, which consists of 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 agency is under the supervision of the Secretary of Transportation. 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 possible, feasible, 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 processes for project development, selection, and implementation.</p> | |

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| <p>AB 9 Muratsuchi D</p> <p>Greenhouse gases: market-based compliance mechanism.</p> | <p>5/18/2023-A. THIRD READING 5/18/2023-From committee: Do pass. (Ayes 11. Noes 4.) (May 18). Read second time. Ordered to third reading.</p> | <p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years.</p> <ul style="list-style-type: none"> • This bill would require the state board to initiate a regulatory process to evaluate potential updates to the market-based compliance mechanism, and would require regulatory changes to take effect no later than January 1, 2025. • The bill would require the evaluation to focus on specified items, including whether the supply of emission allowances and carbon offsets are consistent with a linear trajectory toward the statewide greenhouse gas emissions reduction goal established in the state board’s most recent scoping plan, rules for banking allowances to use for future compliance, and recommendations made by the Independent Emissions Market Advisory Committee and the state board’s environmental justice advisory committee. • The bill would require the state board, beginning January 1, 2028, and subsequently on a triennial basis, as specified, and in consultation with the Independent Emissions Market Advisory Committee and the environmental justice advisory committee, to conduct an evaluation of the market-based compliance mechanism, as provided. | |

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| <p>AB 11 Jackson D</p> <p>Milton Marks “Little Hoover” Commission on California State Government Organization and Economy.</p> | <p>5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 3/29/2023)(May be acted upon Jan 2024)</p> | <p>Current law establishes the Milton Marks “Little Hoover” Commission on California State Government Organization and Economy (the commission) for the purpose of securing assistance for the Governor and itself in promoting economy, efficiency, and improved service in the transaction of the public business, as specified, and in making the operation of all state departments, agencies, and instrumentalities, and all expenditures of public funds, more directly responsive to the wishes of the people as expressed by their elected representatives through various means. Existing law declares that the availability of housing is of vital statewide importance. Current law declares that the provision of housing affordable to low- and moderate-income households requires the cooperation of all levels of government. Current law declares that housing prices in California have risen dramatically in all parts of the state in the past decade, while the wealth gap, especially the racial wealth gap, continues to be a growing problem in California.</p> <ul style="list-style-type: none"> • This bill would require the commission to study the causes and effects of the rising cost of living in California and develop solutions toward making California a more affordable place to live, as specified. • The bill would require the commission to meet quarterly, as specified. • The bill would require the commission to complete 2 reports describing the commission’s findings and recommendations, as specified. | |

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| | | <ul style="list-style-type: none"> • The bill would repeal these provisions as of January 1, 2027. | |
| AB 16 Dixon R Motor Vehicle Fuel Tax Law: adjustment suspension. | 3/30/2023-A. TRANS. 3/30/2023-Referred to Com. on TRANS. | 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. <ul style="list-style-type: none"> • 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. | |

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| AB 31 Carrillo, Juan D Public transit: funding. | 5/5/2023-A. 2 YEAR 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 12/5/2022)(May be acted upon Jan 2024) | Current law provides various sources of funding for capital and operating expenses of public transit systems and intercity rail in the state. • This bill would state the intent of the Legislature to enact subsequent legislation that would appropriate funds for the development and operation of a privately run public transit system connecting the Victor Valley and the Antelope Valley in southern California. | |
| AB 45 Boerner D Coastal resources: coastal development permits: blue carbon demonstration projects. | 5/18/2023-A. THIRD READING 5/25/2023-Read third time and amended. Ordered to third reading. | The California Coastal Act of 1976, among other things, requires anyone wishing to perform or undertake any development in the coastal zone, except as specified, in addition to obtaining any other permit required by law from any local government or from any state, regional, or local agency, to obtain a coastal development permit from the California Coastal Commission, as provided. • This bill would authorize the commission to authorize blue carbon demonstration projects, as defined, in order to demonstrate and quantify the carbon sequestration potential of these projects to help inform the state’s natural and working lands and climate resilience strategies. | |
| AB 49 Soria D Affordable housing. | 5/5/2023-A. 2 YEAR 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 12/5/2022)(May be acted upon Jan 2024) | Would express the intent of the Legislature to enact legislation that would increase the supply of affordable housing and reduce homelessness. | |
| AB 52 Grayson D | 5/23/2023-S. RLS. 5/23/2023-In Senate. Read first time. To Com. on RLS. for assignment. | The Sales and Use Tax Law, imposes state taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, | |

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| Income tax credit: sales and use taxes paid: manufacturing equipment: research and development equipment. | | <p>use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including a partial exemption from those taxes, on and after July 1, 2014, and before July 1, 2030, for the gross receipts from the sale of, and the storage, use, or other consumption of, qualified tangible personal property, as defined, that is, among other things, purchased by a qualified person for use primarily in manufacturing, processing, refining, fabricating, or recycling of tangible personal property, as specified, or purchased for use by a qualified person to be used primarily in research and development. Current law prohibits the exemption described above from applying with respect to any tax levied by a county, city, or district pursuant to, or in accordance with, the Bradley-Burns Uniform Local Sales and Use Tax Law or the Transactions and Use Tax Law, sales and use taxes imposed pursuant to certain provisions of the Sales and Use Tax Law, and sales and use taxes imposed pursuant to certain provisions of the California Constitution.</p> <p>• This bill would allow, for a taxable year beginning on or after January 1, 2024, and before January 1, 2029, a credit against those taxes to a taxpayer in an amount equal to the amount of tax reimbursement paid during the taxable year for sales tax on gross receipts that would be exempt from taxation under the Sales and Use Tax Law pursuant to the sales and use tax exemption described above but for the provision that prohibits that exemption from applying with respect to any tax</p> | |

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| | | levied by a county, city, or district pursuant to, or in accordance with, the Bradley-Burns Uniform Local Sales and Use Tax Law or the Transactions and Use Tax Law, sales and use taxes imposed pursuant to certain provisions of the Sales and Use Tax Law, and sales and use taxes imposed pursuant to certain provisions of the California Constitution. | |
| AB 53 Fong, Vince R Motor Vehicle Fuel Tax Law: suspension of tax. | 3/30/2023-A. TRANS. 3/30/2023-Referred to Com. on TRANS. | Would suspend the imposition of the tax on motor vehicle fuels for one year. <ul style="list-style-type: none"> • 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. | |
| AB 59 Gallagher R Taxation: renter’s credit. | 5/17/2023-A. APPR. SUSPENSE FILE 5/18/2023-Joint Rule 62(a), file notice suspended. In committee: Held under submission. | The Personal Income Tax Law authorizes various credits against the taxes imposed by that law, including a credit for qualified renters in the amount of \$120 for spouses filing joint returns, heads of household, and surviving spouses if adjusted gross income is \$50,000, as adjusted, or less, and in the amount of \$60 for other individuals if adjusted gross income is \$25,000, as adjusted, or less. Current law requires the Franchise Tax Board to annually adjust for inflation these adjusted gross income amounts. For 2021, the adjusted gross income limit is \$87,066 and \$43,533, respectively. Current law | |

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| | | <p>establishes the continuously appropriated Tax Relief and Refund Account in the General Fund and provides that payments required to be made to taxpayers or other persons from the Personal Income Tax Fund are to be paid from that account.</p> <ul style="list-style-type: none"> • This bill, for taxable years beginning on or after January 1 of the taxable year that includes the date on which funding is first authorized for purposes of this bill and for the succeeding 4 taxable years, and only when specified in a bill relating to the Budget Act, would increase the credit amount to \$2,000 for spouses filing joint returns, heads of households, and surviving spouses and \$1,000 for other individuals. In the event the increased credit amount is not specified in a bill relating to the Budget Act, the existing credit amounts, as described above, would be the credit amounts for that taxable year. | |
| <p>AB 67 Muratsuchi D Homeless Courts Pilot Program.</p> | <p>5/18/2023-A. THIRD READING 5/18/2023-From committee: Do pass. (Ayes 13. Noes 1.) (May 18). Read second time. Ordered to third reading.</p> | <p>Would, upon an appropriation by the Legislature, create the Homeless Courts Pilot Program, which would remain in effect until January 1, 2029, to be administered by the Judicial Council for the purpose of providing comprehensive community-based services to achieve stabilization for, and address the specific legal needs of, homeless individuals who are involved with the criminal justice system.</p> <ul style="list-style-type: none"> • The bill would require applicant cities or counties seeking grant funds to provide a number of specified services or program components, including, but not limited to, a diversion program enabling participating defendants to have specified charges dismissed upon completion of a program, provision of temporary, time-limited, or permanent housing during the | |

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| | | <p>duration of the program, and a dedicated representative to assist defendants with housing needs.</p> <ul style="list-style-type: none"> • The bill would require an applicant for grant funding under the program to submit a plan for a new homeless court program or expansion of an existing homeless court program, and would require any funding awarded to an applicant to be used in accordance with that plan. | |
| <p>AB 69 Waldron R</p> <p>Transportation: traffic signal synchronization; roadway improvement projects.</p> | <p>4/28/2023-A. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/2/2023)(May be acted upon Jan 2024)</p> | <p>The State Air Resources Board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing 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 and to be available upon appropriation. Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law authorizes moneys in the fund to be allocated, as specified, for an investment in a traffic signal synchronization component that is part of a sustainable infrastructure project if</p> | |

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| | | <p>the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect.</p> <ul style="list-style-type: none"> • This bill would additionally authorize moneys in the fund to be allocated for an investment in a traffic signal synchronization component that is part of a roadway improvement project requiring multiple signals, including, but not limited to, multimodal redevelopment projects, rail trail projects, urban renewal projects, or a project near transit facilities, if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect. | |
| <p>AB 86 Jones-Sawyer D</p> <p>Homelessness: Statewide Homelessness Coordinator.</p> | <p>5/18/2023-A. THIRD READING 5/18/2023-From committee: Do pass. (Ayes 14. Noes 0.) (May 18). Read second time. Ordered to third reading.</p> | <p>Would require the Governor to appoint a Statewide Homelessness Coordinator, within the Governor's Office, to serve as the lead person for ending homelessness in California.</p> <ul style="list-style-type: none"> • The bill would require the coordinator to perform prescribed duties, including, among others, identifying a local leader in each relevant city, county, city and county, or other jurisdiction to serve as a liaison between the coordinator and that jurisdiction, overseeing homelessness programs, services, data, and policies between federal, state, and local agencies, coordinating the timing of release of funds and applications for funding for housing and housing-based services impacting Californians experiencing homelessness, and, in collaboration with local leaders, providing annual recommendations to the Legislature and the Governor, as specified. | |

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| | | <ul style="list-style-type: none"> • The bill would authorize the coordinator to adjust state goals to the extent allowed by state law. | |
| AB 96 Kalra D Public employment: local public transit agencies: autonomous transit vehicle technology. | 5/17/2023-S. L., P.E. & R. 5/17/2023-Referred to Com. on L., P.E. & R. | 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. <ul style="list-style-type: none"> • 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 99 Connolly D Department of Transportation: state roads and highways: integrated pest management. | 5/23/2023-S. RLS. 5/23/2023-In Senate. Read first time. To Com. on RLS. for assignment. | Would require the Department of Transportation to adopt, on or before January 1, 2025, a statewide policy to use integrated pest management, as defined, on state roads and highways, as specified, and to implement the statewide policy in cities or counties that have adopted integrated pest management approaches to road-side vegetation management. <ul style="list-style-type: none"> • The bill would require the Department of Transportation, in developing the statewide policy, to consult with the Department of Pesticide Regulation and the University of California Statewide Integrated Pest Management Program. | |

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| | | <ul style="list-style-type: none"> • The bill would require the Department of Transportation, when operating in a city or a county that has a more restrictive approach than the statewide policy, to the extent feasible, to operate in a manner consistent with the approach mandated by the city or the county. • The bill would require the Department of Transportation, on or before December 31, 2025, and annually thereafter, to make publicly available on its internet website the amount, location, and type of pesticides, and the pesticide formulation, by city and county, it uses, and, at least 24 hours before applying a pesticide, would require the Department of Transportation to provide on its internet website and mobile application, and through any other means of communication deemed appropriate by the applicable state transportation district, information on when and where it plans to apply the pesticide. | |
| <p>AB 241 Reyes D</p> <p>Air quality programs: funding.</p> | <p>5/22/2023-A. THIRD READING 5/22/2023-Read second time. Ordered to third reading.</p> | <p>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. Current 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</p> | |

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| | | <p>moneys in the account to establish, implement, and administer the program.</p> <ul style="list-style-type: none"> • 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 | |
| <p>AB 251 Ward D</p> <p>California Transportation Commission: vehicle weight safety study.</p> | <p>5/23/2023-S. RLS. 5/23/2023-In Senate. Read first time. To Com. on RLS. for assignment.</p> | <p>Would require the California Transportation Commission (CTC) to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users, such as pedestrians and cyclists, and degradation to roads, and to study the costs and benefits of imposing a passenger vehicle weight fee, or restructuring an existing fee to include consideration of vehicle weight.</p> <ul style="list-style-type: none"> • The bill would require the CTC, by no later than January 1, 2026, to prepare and submit a report to the Legislature, as specified. | |
| <p>AB 257 Hoover R</p> <p>Encampments: penalties.</p> | <p>4/28/2023-A. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 2/2/2023)(May be acted upon Jan 2024)</p> | <p>Under current law, a person who lodges in a public or private place without permission is guilty of disorderly conduct, a misdemeanor. Current law also provides that a person who willfully and maliciously obstructs the free movement of any person on any street, sidewalk, or other public place is guilty of a misdemeanor.</p> <ul style="list-style-type: none"> • This bill would prohibit a person from camping, as defined, in a street, sidewalk, or other public property within 500 feet of a school, daycare center, playground, or youth center. | |

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| AB 259 Lee D Wealth Tax: False Claims Act. | 3/30/2023-A. REV. & TAX 3/30/2023-Referred to Coms. on REV. & TAX. and JUD. | Would, for taxable years beginning on or after January 1, 2024, and before January 1, 2026, impose an annual tax at a rate of 1.5% of a resident of this state’s worldwide net worth in excess of \$1,000,000,000, or in excess of \$500,000,000 in the case of a married taxpayer filing separately. <ul style="list-style-type: none"> • The bill would, for taxable years beginning on or after January 1, 2026, impose an annual tax at a rate of 1% of a resident’s worldwide net worth in excess of \$50,000,000, or in excess of \$25,000,000 in the case of a married taxpayer filing separately. • The bill would also impose, for taxable years beginning on or after January 1, 2026, an additional tax at a rate of 0.5% of a resident’s worldwide net worth in excess of \$1,000,000,000, or in excess of \$500,000,000 in the case of a married taxpayer filing separately. • The bill would describe worldwide net worth with reference to specific federal provisions and would provide that worldwide net worth does not include specific assets, including personal property situated out of state, directly held real property, or liabilities related to directly held real property. • The bill would also authorize the Franchise Tax Board to adopt regulations to carry out these provisions, including regulations regarding the valuation of certain assets that are not publicly traded. • The bill would require new certifications by taxpayers, made under penalty of perjury. | |
| AB 270 Lee D | 5/18/2023-A. THIRD READING 5/18/2023-From committee: Do pass. (Ayes 11. | The Political Reform Act of 1974 prohibits a public officer from expending, and a candidate from accepting, public | |

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| Political Reform Act of 1974: public campaign financing. | Noes 4.) (May 18). Read second time. Ordered to third reading. | moneys for the purpose of seeking elective office. <ul style="list-style-type: none"> • This bill would permit a public officer or candidate to expend or accept public moneys for the purpose of seeking elective office if the state or a local governmental entity established a dedicated fund for this purpose, as specified. • The bill would prohibit the public moneys for this dedicated fund from being taken from public moneys that are earmarked for education, transportation, or public safety. This restriction would not apply to charter cities. | |
| AB 271 Quirk-Silva D Homeless death review committees. | 5/3/2023-S. PUB. S. 5/3/2023-Referred to Coms. on PUB S. and HUMAN S. | Would authorize counties to establish a homeless death review committee for the purposes of gathering information to identify the root causes of death of homeless individuals and to determine strategies to improve coordination of services for the homeless population. <ul style="list-style-type: none"> • The bill would establish procedures for the sharing or disclosure of information by a homeless death review committee. | |
| AB 276 Dixon R Vehicles: electronic wireless communication devices. | 5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/26/2023)(May be acted upon Jan 2024) | Would make it an infraction for a person under 21 years of age to drive a motor vehicle while using a wireless telephone or an electronic wireless communications device, even if equipped with a hands-free device. <ul style="list-style-type: none"> • The bill would create an exception to that prohibition for a person 18 to 20 years of age, inclusive, who is using a wireless telephone or an electronic wireless communications device, as defined, while driving, when the telephone or device is used exclusively as required by, and in the course and scope of, the | |

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| | | person's work activities. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. | |
| AB 287 Garcia D California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: competitive grant programs: funding objectives. | 5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/19/2023)(May be acted upon Jan 2024) | Current law requires the moneys from the Greenhouse Gas Reduction Fund to be used to facilitate the achievement of reductions of greenhouse gas emissions consistent with the California Global Warming Solutions Act of 2006 and, where applicable and to the extent feasible, to maximize economic, environmental, and public health benefits to the state, among other goals. • This bill , beginning July 1, 2025, would require state agencies administering competitive grant programs that allocate moneys from the fund to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to provide for a specified application timeline, and to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications. | |
| AB 291 Patterson, Jim R Sales and Use Tax: exemptions: trucks for use in interstate or out-of-state commerce. | 2/2/2023-A. REV. & TAX 3/14/2023-In committee: Set, first hearing. Hearing canceled at the request of author. | State sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2024, an exemption for the sale of, or the storage, use, or other consumption of, a new, used, or remanufactured truck with an unladen weight of 6,000 pounds or more that is | |

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| | | <p>purchased for use without this state and is delivered to the purchaser within this state, and the purchaser drives or moves the vehicle to any point outside this state within 30 or 75 days, as applicable, from and after the date of delivery, if the purchaser furnishes certain documents to the manufacturer or remanufacturer.</p> <ul style="list-style-type: none"> • This bill would extend that exemption until January 1, 2029. | |
| <p>AB 295 Fong, Vince R</p> <p>Department of Transportation: maintenance projects.</p> | <p>5/22/2023-A. THIRD READING 5/22/2023-Read second time. Ordered to third reading.</p> | <p>Would require the Department of Transportation to expedite roadside maintenance for specified projects related to roadside maintenance and the removal and clearing of material, as provided.</p> <ul style="list-style-type: none"> • The bill would also authorize local governmental entities, fire protection districts, fire safe councils, and tribal entities to notify the department of those projects related to roadside maintenance and the removal and clearing of material that have not been completed in an efficient and timely manner if the continued failure to complete these projects poses a clear and imminent danger, as provided. • The bill would require the Division of Maintenance to begin the maintenance project within 90 days of being notified. | |
| <p>AB 309 Lee D</p> <p>The Social Housing Act.</p> | <p>5/25/2023-S. DESK 5/25/2023-Read third time. Passed. Ordered to the Senate.</p> | <p>Would enact the Social Housing Act and would create the California Housing Authority, as an independent state body, the mission of which would be to ensure that social housing developments that are produced and acquired align with the goals of eliminating the gap between housing production and regional housing needs assessment targets and preserving</p> | |

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| | | <p>affordable housing.</p> <ul style="list-style-type: none"> • The bill would prescribe a definition of social housing that would describe, in addition to housing owned by the authority, housing owned by other entities, as specified, provided that all social housing developed or authorized by the authority would be owned by the authority. | |
| <p>AB 314 Patterson, Jim R</p> <p>Sales and Use Tax: exemptions: trucks for use in interstate or out-of-state commerce.</p> | <p>5/3/2023-S. GOV. & F. 5/3/2023-Referred to Com. on GOV. & F.</p> | <p>Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2024, an exemption for the sale of, or the storage, use, or other consumption of, a new, used, or remanufactured truck, or a new or remanufactured trailer or semitrailer, with an unladen weight of 6,000 pounds or more that is purchased for use without this state and is delivered to the purchaser within this state, and the purchaser drives or moves the vehicle to any point outside this state within 30 or 75 days, as applicable, from and after the date of delivery, if the purchaser furnishes certain documents to the manufacturer or remanufacturer. Those documents include the purchaser’s affidavit as to the exclusive use of the vehicle in interstate or foreign commerce, and the vehicle having been taken out of the state within the applicable time period.</p> <ul style="list-style-type: none"> • This bill would extend that exemption until January 1, 2029, | |

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| | | and would similarly exempt a used trailer or semitrailer until that date. | |
| AB 316 Aguiar-Curry D Vehicles: autonomous vehicles. | 5/18/2023-A. THIRD READING 5/18/2023-From committee: Do pass. (Ayes 13. Noes 1.) (May 18). Read second time. Ordered to third reading. | 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 321 Wilson D Sales and Use Tax: exemptions: zero-emission public transportation ferries. | 5/17/2023-A. APPR. SUSPENSE FILE 5/18/2023-Joint Rule 62(a), file notice suspended. In committee: Held under submission. | Current sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. • This bill , beginning January 1, 2024, and until January 1, 2029, would exempt from those taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, zero-emission public transportation ferries, as defined, sold to a public agency, as specified. | |
| AB 323 Holden D Density Bonus Law: purchase of density bonus units by nonprofit | 5/22/2023-A. THIRD READING 5/22/2023-Read second time. Ordered to third reading. | Current property tax law establishes a welfare exemption under which property is exempt from taxation if the property is owned and operated by a nonprofit corporation that is organized and operated for the purpose of building and rehabilitating single-family or multifamily residences for sale, as provided, at cost to low-income families. Current law | |

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| housing organizations: civil actions. | | <p>requires the developer and the city or county to ensure that (1) a for-sale unit that qualified the developer for the award of the density bonus is initially occupied by a person or family of the required income, offered at an affordable housing cost, as defined, and includes an equity sharing agreement, as specified, or (2) a qualified nonprofit housing organization that is receiving the above-described welfare exemption purchases the unit pursuant to a specified recorded contract that includes an affordability restriction, an equity sharing agreement, as specified, and a repurchase option that requires a subsequent purchaser that desires to sell or convey the property to first offer the nonprofit corporation the opportunity to repurchase the property.</p> <p>• This bill would instead require the developer and the city or county to ensure that (1) the for-sale unit that qualified the developer for the award of the density bonus is to be initially sold to and occupied by a person or family of the required income, (2) the qualified nonprofit housing organization that is receiving the above-described welfare exemption meets specified requirements, including having a determination letter from the Internal Revenue Service affirming its tax-exempt status, as specified, being based in California, and the primary activity of the nonprofit corporation being the development and preservation of affordable home ownership housing in California that incorporates within their contracts for initial purchase a repurchase option that requires a subsequent purchaser that desires to sell or convey the property to first offer the nonprofit corporation the opportunity to repurchase</p> | |

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| | | the property pursuant to an equity sharing agreement or a specified recorded contract that includes an affordability restriction, or (3) the city, county, and city and county has sent a list of buyers who are eligible to purchase the unit to the developer starting at the time the building permit is issued until 90 days after the certificate of occupancy or final inspection is issued or completed for that unit. | |
| AB 324 Pacheco D Gas corporations: renewable gas procurement. | 5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/10/2023)(May be acted upon Jan 2024) | Would require the Public Utilities Commission to open a new proceeding, or a new phase of an existing proceeding, to consider establishing procurement goals for renewable hydrogen, as defined, and consider requiring each gas corporation and core transport agent to annually procure a proportionate share of renewable hydrogen to meet those goals. <ul style="list-style-type: none"> • The bill would require the commission to make specified findings before establishing renewable hydrogen procurement targets or goals. | |
| AB 333 Nguyen, Stephanie D Vehicles: abatement of abandoned vehicles. | 5/5/2023-A. 2 YEAR 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 2/9/2023)(May be acted upon Jan 2024) | Current law authorizes a county satisfying specified conditions to establish a service authority for the abatement of abandoned vehicles and to impose a \$1 vehicle registration fee. Current law authorizes a service authority to adopt an ordinance establishing procedures for the abatement, removal, and disposal, as a public nuisance, of an abandoned, wrecked, dismantled, or inoperative vehicle or part of the vehicle from private or public property and for the recovery of costs associated with the enforcement of the ordinance. <ul style="list-style-type: none"> • This bill would allow the ordinance to provide for the issuance of permits or licenses, consistent with local nuisance | |

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| | | codes and in cooperation with local code enforcement authorities, regarding the temporary parking allowance of abandoned, wrecked, dismantled, or inoperative vehicles and to authorize any necessary investigations and inspections related to the determination of a public nuisance. | |
| AB 334 Rubio, Blanca D Public contracts: conflicts of interest. | 5/24/2023-S. E. & C.A. 5/24/2023-Referred to Com. on E. & C.A. | Current law prohibits members of the Legislature and state, county, district, judicial district, and city officers or employees from being financially interested in any contract made by them in their official capacity, or by any body or board of which they are members. Current law authorizes the Fair Political Practices Commission to commence an administrative or civil action against persons who violate this prohibition, as prescribed, and includes provisions for the collection of penalties after the time for judicial review of a commission order or decision has lapsed, or if all means of judicial review of the order or decision have been exhausted. Current law identifies certain remote interests in contracts that are not subject to this prohibition and other situations in which an official is not deemed to be financially interested in a contract. • This bill would establish that an independent contractor, who meets specified requirements, is not an officer for purposes of being subject to the prohibition on being financially interested in a contract. | |
| AB 336 Cervantes D | 5/25/2023-S. DESK 5/25/2023-Read third time. Passed. Ordered to the Senate. | The Contractors State License Law, establishes the Contractors State License Board within the Department of Consumer Affairs and sets forth its powers and duties relating to the licensure and regulation of contractors. Current law generally | |

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| Contractors: workers' compensation insurance. | | <p>requires, as a condition precedent to the issuance, reinstatement, reactivation, renewal, or continued maintenance of a license, an applicant for a contractor's license or a licensee to have on file at all times a current and valid Certificate of Workers' Compensation Insurance or Certification of Self-Insurance, except as specified. Current law makes a violation of these provisions a misdemeanor.</p> <ul style="list-style-type: none"> • This bill would require an active licensee who has on file a current and valid Certificate of Workers' Compensation Insurance or Certification of Self-Insurance, or is required to provide those certificates, to certify on the license renewal form the workers' compensation classification codes endorsed on the licensee's policy, as specified, and would prohibit renewal without that certification. • The bill would provide that the board is not required to verify or investigate the accuracy of the licensee's classification codes and will not be held liable for any misreported classification codes. • The bill would require the board, when it updates the public license detail on its internet website for an active renewal, to include the classification codes certified by the licensee. • The bill would make its provisions operative on July 1, 2024. | |
| AB 340 Fong, Vince R California Environmental Quality Act: grounds for noncompliance. | 4/28/2023-A. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/9/2023)(May be acted upon Jan 2024) | The California Environmental Quality Act (CEQA) prohibits an action or proceeding from being brought in a court to challenge the approval of a project by a public agency unless the alleged grounds for noncompliance are presented to the public agency orally or in writing by a person during the public | |

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| | | <p>comment period provided by CEQA or before the close of the public hearing on the project before the issuance of the notice of determination.</p> <ul style="list-style-type: none"> • This bill would require the alleged grounds for noncompliance with CEQA presented to the public agency in writing be presented at least 10 days before the public hearing on the project before the issuance of the notice of determination. • The bill would prohibit the inclusion of written comments presented to the public agency after that time period in the record of proceedings and would prohibit those documents from serving as basis on which an action or proceeding may be brought. | |
| <p>AB 350 Aguiar-Curry D</p> <p>Regional transportation plans: Sacramento Area Council of Governments.</p> | <p>5/18/2023-S. RLS. 5/18/2023-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.</p> | <p>Current law requires each regional transportation plan to include, among other things, a sustainable communities strategy prepared by each metropolitan planning organization, as specified, which is designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. After adopting a sustainable communities strategy, current law requires a metropolitan planning organization to submit the strategy to the state board for review to determine whether the strategy, if implemented, would achieve the greenhouse gas emission reduction targets. Current law requires each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4</p> | |

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| | | <p>or 5 years, as specified.</p> <ul style="list-style-type: none"> • This bill would require the updated regional transportation plan, sustainable communities strategy, and environmental impact report adopted by the Sacramento Area Council of Governments (SACOG) on November 18, 2019, to remain in effect for all purposes until the SACOG adopts its next update to its regional transportation plan, which the bill would require it to adopt and submit on or before December 31, 2025. | |
| <p>AB 356 Mathis R</p> <p>California Environmental Quality Act: aesthetic impacts.</p> | <p>5/17/2023-S. E.Q. 5/17/2023-Referred to Com. on E.Q.</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. Current law, until January 1, 2024, specifies that, except as provided, a lead agency is not required to evaluate the aesthetic effects of a project and aesthetic effects are not considered significant effects on the environment if the project involves the refurbishment, conversion, repurposing, or replacement of an existing building that meets certain requirements.</p> <ul style="list-style-type: none"> • This bill would extend the operation of the above provision to January 1, 2029. • The bill would require the lead agency to file a notice with the Office of Planning and Research and the county clerk of the county in which the project is located if the lead agency determines that it is not required to evaluate the aesthetic effects of a project and determines to approve or carry out that | |

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| | | project. By imposing additional duties on lead agencies, the bill would impose a state-mandated local program. | |
| AB 361 Ward D Vehicles: photographs of bicycle lane parking violations. | 5/24/2023-S. TRANS. 5/24/2023-Referred to Coms. on TRANS. and JUD. | Would, until January 1, 2030, authorize a local agency, as defined, to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes. <ul style="list-style-type: none"> • The bill would require a designated employee of a city, county, city and county, or a contracted law enforcement agency for a special transit district, who is qualified by the city and county or the district to issue parking citations, to review photographs for the purpose of determining whether a parking violation occurred in a bicycle lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. • The bill would require these photographic records to be confidential and make these records available only to public agencies to enforce parking violations. • The bill would require any local agency that implements this pilot program to report to specified committees of the Legislature on the system’s effectiveness and impact on traffic outcomes, among other things, by December 31, 2029. | |
| AB 362 Lee D Real property taxation: land value taxation study. | 4/28/2023-A. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was REV. & TAX on 2/9/2023)(May be acted upon Jan 2024) | Would require the California Department of Tax and Fee Administration to conduct or commission a study on the efficacy of a statewide land value taxation system as an alternative to the current appraisal methods utilized for real property taxation. | |

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| | | <ul style="list-style-type: none"> • The bill would require the study to be provided to the Legislature by January 1, 2025. • The bill would make related findings and declarations. | |
| AB 377 Muratsuchi D Career technical education: California Career Technical Education Incentive Grant Program: Strong Workforce Program. | 5/18/2023-A. THIRD READING 5/25/2023-Read third time and amended. Ordered to third reading. | Current law establishes the California Career Technical Education Incentive Grant Program, administered by the State Department of Education, with the purpose of encouraging, maintaining, and strengthening the delivery of high-quality career technical education programs. Current law provides, for the 2021–22 fiscal year and each fiscal year thereafter, that \$300,000,000 shall be available to the department, upon appropriation by the Legislature, for the program. Current law prohibits an applicant from being awarded an amount higher than the amount that the allocation formula determines them to be eligible to receive under the program. <ul style="list-style-type: none"> • This bill instead would provide, for the 2024–25 fiscal year, and each fiscal year thereafter, that \$450,000,000 shall be made available to the department upon appropriation by the Legislature, for the program. | |
| AB 382 Cervantes D High-occupancy vehicle lanes: County of Riverside. | 5/18/2023-S. RLS. 5/18/2023-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment. | 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 | |

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| | | <p>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.</p> | |
| <p>AB 397 Essayli R</p> <p>California Global Warming Solutions Act of 2006: scoping plan.</p> | <p>4/28/2023-A. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/9/2023)(May be acted upon Jan 2024)</p> | <p>The State Air Resources Board is required 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. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years.</p> <ul style="list-style-type: none"> • This bill would require the state board to include greenhouse | |

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| | | gas emissions from wildlands and forest fires in the scoping plan. | |
| AB 400 Rubio, Blanca D Local agency design-build projects: authorization. | 5/18/2023-S. RLS. 5/18/2023-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment. | Current law authorizes local agencies, as defined, to use the design-build procurement process for specified types of projects, as prescribed. 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. <ul style="list-style-type: none"> • This bill would extend the repeal date to January 1, 2031. By extending the design-build authorization, the bill would expand the crime of perjury, thereby imposing a state-mandated local program. | |
| AB 410 Jones-Sawyer D Shared mobility devices. | 5/3/2023-S. JUD. 5/3/2023-Referred to Com. on JUD. | Current law requires a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity. Current law requires the sign to include the company name, email address, and telephone number of the service provider. <ul style="list-style-type: none"> • This bill would repeal the requirements relating to tactile signs described above until January 1, 2024. • The bill, commencing January 1, 2024, would add to those tactile sign requirements that the raised characters be at minimum 1/2 inch high and in a color that contrasts with the | |

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| | | signage background, and would delete the requirement that the sign contain the email address of the service provider. | |
| AB 411 Bennett D California Recreational Trails and Greenways Act. | 5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/10/2023)(May be acted upon Jan 2024) | Would require the Department of Parks and Recreation to establish the California Recreational Trails and Greenways Program to, beginning in 2024, award competitive grants on a biennial basis for new, expanded, or improved public access opportunities through nonmotorized recreational trail creation, improvement, enhancement, and restoration projects. • The bill would create the California Recreational Trails and Greenways Fund in the State Treasury, and would require that specified moneys, including, to the extent consistent with Proposition 68, unexpended Proposition 68 moneys that revert to the administering agency for allocation, upon appropriation by the Legislature, be deposited into the fund and, upon appropriation by the Legislature, be available for allocation by the department for purposes of the program, as specified. In order to reduce the financial burdens associated with frontloaded cost structures and match requirements, the bill would authorize the department to create a loan or grant process for advanced payment and match assistance to reduce barriers to participation in the program. | |
| AB 413 Lee D Vehicles: stopping, standing, and parking. | 5/23/2023-S. RLS. 5/23/2023-In Senate. Read first time. To Com. on RLS. for assignment. | 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 | |

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| | | <p>metered parking.</p> <ul style="list-style-type: none"> • This bill would prohibit the stopping, standing, or parking of a vehicle within 20 feet of any unmarked or marked crosswalk, as specified. | |
| <p>AB 458 Jones-Sawyer D</p> <p>Peace officers.</p> | <p>5/17/2023-S. PUB. S. 5/17/2023-Referred to Com. on PUB S.</p> | <p>Current law requires the Chancellor of the California Community Colleges, in consultation with specified entities, to develop a modern policing degree program and to prepare and submit a report to the Legislature by no later than June 1, 2023, outlining a plan to implement the program. Current law requires peace officers in this state to meet specified minimum standards, including age and education requirements. Commencing on January 1, 2028, this bill would require a peace officer to attain a modern policing degree, as specified, or a bachelor's or other advanced degree from an accredited college or university prior to receiving a basic certificate from the commission.</p> | |
| <p>AB 463 Hart D</p> <p>Electricity: prioritization of service: public transit vehicles.</p> | <p>5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/26/2023)(May be acted upon Jan 2024)</p> | <p>Current law requires the Public Utilities Commission to establish priorities among the types or categories of customers of every electrical corporation and every gas corporation, and among the uses of electricity or gas by those customers, to determine which of those customers and uses provide the most important public benefits and serve the greatest public need, and to categorize all other customers and uses in order of descending priority based on these standards. Current law requires the commission, in establishing those priorities, to consider, among other things, the economic, social, and other effects of a temporary discontinuance in electrical or gas</p> | |

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| | | <p>service to certain customers or for certain uses, as specified. If an electrical or gas corporation experiences a shortage of capacity or capability and is unable to meet all demands by its customers, existing law requires the commission to order that service be temporarily reduced by an amount that reflects the established priorities for the duration of the shortage.</p> <ul style="list-style-type: none"> • This bill would require the commission, in establishing those priorities, to also consider the economic, social equity, and mobility impacts of a temporary discontinuance in electrical service to the customers that rely on electrical service to operate public transit vehicles. | |
| <p>AB 480 Ting D</p> <p>Surplus land.</p> | <p>5/23/2023-S. RLS. 5/23/2023-In Senate. Read first time. To Com. on RLS. for assignment.</p> | <p>Current law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under current law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Current law requires a local agency to take formal action in a regular public meeting to declare 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</p> | |

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| | | <p>with an agency’s policies or procedures.</p> <ul style="list-style-type: none"> • This bill would recast that provision and 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. | |
| <p>AB 499 Rivas, Luz D</p> <p>Los Angeles County Metropolitan Transportation Authority: job order contracting: pilot program.</p> | <p>3/27/2023-A. THIRD READING 3/27/2023-Read second time. Ordered to third reading.</p> | <p>Would establish a pilot program to authorize the Los Angeles County Metropolitan Transportation Authority to use job order contracting as a procurement method.</p> <ul style="list-style-type: none"> • The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. • The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. • The bill would establish various additional procedures and requirements for the use of job order contracting under this authorization. • The bill would require the authority, on or before January 1, 2028, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. These provisions would be repealed on January 1, 2029. | <p>Sponsor</p> |
| <p>AB 540 Wicks D</p> <p>Social Service Transportation</p> | <p>3/2/2023-A. TRANS. 3/27/2023-In committee: Set, first hearing. Hearing canceled at the request of author.</p> | <p>The Social Service Transportation Improvement Act requires transportation planning agencies and county transportation commissions to prepare and adopt plans detailing required steps to consolidate social service transportation services,</p> | |

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| Improvement Act: coordinated transportation services agencies. | | <p>including the designation of consolidated transportation service agencies. The act requires funding for implementation to be provided from specified local transportation funds.</p> <ul style="list-style-type: none"> • This bill would require the coordination, rather than the consolidation, of social service transportation services under the act and would recharacterize consolidated transportation service agencies in the act as coordinated transportation service agencies. | |
| <p>AB 550 Schiavo D</p> <p>Homelessness: point-in-time count results: meetings.</p> | <p>5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/3/2023)(May be acted upon Jan 2024)</p> | <p>The Planning and Zoning Law requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Current law requires the housing element to identify the existing and projected housing needs of all economic segments of the community. Current federal law requires a continuum of care, a group organized under the federal McKinney-Vento Homeless Assistance Act, to develop a plan that includes planning for and conducting, at least biennially, a point-in-time count of homeless persons within the geographic area. Current law requires that information from the point-in-time count be used to, among other things, allocate funding for the Homeless Emergency Aid program and Homeless Housing, Assistance, and Prevention program.</p> <ul style="list-style-type: none"> • This bill would require a city, county, and city and county, within 60 days after the local continuum of care releases the results of a point-in-time count for a city, county, or city and county’s jurisdiction, to, among other things, agendaize the point-in-time count results at a meeting of the city, county, or city and county and present the steps the city, county, or city | |

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| | | and county is taking to prevent and end homelessness, including, but not limited to, consideration of specified actions. | |
| AB 557 Hart D Open meetings: local agencies: teleconferences. | 5/24/2023-S. GOV. & F. 5/24/2023-Referred to Coms. on GOV. & F. and JUD. | The Ralph M. Brown 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. Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health, as specified. If there is a continuing state of emergency, or if state or local officials have imposed or recommended measures to promote social distancing, current law requires a legislative body to make specified findings not later than 30 days after the first teleconferenced meeting, and to make those findings every 30 days thereafter, in order to continue to meet under these abbreviated teleconferencing procedures. Current law requires a legislative body that holds a teleconferenced meeting under these | |

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| | | <p>abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment, including an opportunity for all persons to attend via a call-in option or an internet-based service option. Current law prohibits a legislative body that holds a teleconferenced meeting under these abbreviated teleconferencing procedures from requiring public comments to be submitted in advance of the meeting and would specify that the legislative body must provide an opportunity for the public to address the legislative body and offer comment in real time.</p> <ul style="list-style-type: none"> • This bill would extend the above-described abbreviated teleconferencing provisions when a declared state of emergency is in effect, or in other situations related to public health, as specified, indefinitely. | |
| <p>AB 579 Ting D</p> <p>Schoolbuses: zero-emission vehicles.</p> | <p>5/18/2023-A. THIRD READING 5/18/2023-From committee: Do pass. (Ayes 11. Noes 3.) (May 18). Read second time. Ordered to third reading.</p> | <p>Would require, commencing January 1, 2035, 100% of all newly purchased or contracted schoolbuses of a school district, county office of education, or charter school to be zero-emission vehicles, where feasible.</p> <ul style="list-style-type: none"> • The bill would, in order to comply with that requirement, authorize local educational agencies, as defined, to request a one-time extension for a term not to exceed 5 years if a local educational agency determines that the purchase or contracting of a zero-emission schoolbus is not feasible due to both terrain and route constraints, provided that certain conditions are met. To the extent this requirement imposes additional duties on | |

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| | | local educational agencies in connection with federally required pupil transportation services that go beyond the requirements in federal law, the bill would impose a state-mandated local program. | |
| AB 585 Rivas, Robert D California Global Warming Solutions Act of 2006: literature review and progress report. | 5/22/2023-A. THIRD READING 5/22/2023-Read second time. Ordered to third reading. | Current law requires the Public Utilities Commission (PUC) and the State Energy Resources Conservation and Development Commission (Energy Commission) to undertake specified actions to advance the state’s clean energy and pollution reduction objectives. Current law also establishes an Independent System Operator (ISO) as a nonprofit public benefit corporation and requires the ISO to ensure efficient use and reliable operation of the electrical transmission grid, as specified. Existing law requires various state entities responsible for the state’s energy, climate change, and air quality goals to produce various reports relating to those duties. Current law finds and declares that the California Council on Science and Technology (CCST) was organized as a nonprofit corporation at the request of the Legislature for the specific purpose of offering expert advice to the state government on public policy issues significantly related to science and technology. <ul style="list-style-type: none"> • This bill would request the CCST, in its discretion, every 2 years, to perform a literature review, including source materials, to assess the infrastructure project types, scale, and pace necessary to achieve the state’s energy, climate change, and air quality goals, as specified. • The bill would also require, on an annual basis, the Office of Planning and Research to provide to the Joint Legislative | |

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| | | Committee on Climate Change Policies, in consultation with the Energy Commission, the PUC, the state board, and the ISO, a progress report regarding the number of permit applications, the number of permitted projects approved, and the number of projects commissioned, for each of the infrastructure categories identified in the most recent literature review, as provided. | |
| AB 587 Rivas, Robert D Public works: payroll records. | 5/3/2023-S. L., P.E. & R. 5/17/2023-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L., P.E. & R. | Current law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. Current law requires any copy of records made available for inspection as copies and furnished upon request to the public or any public agency to be marked or obliterated to prevent disclosure of an individual's name, address, and social security number but specifies that any copy of records made available to a Taft-Hartley trust fund for the purposes of allocating contributions to participants be marked or obliterated only to prevent disclosure of an individual's full social security number, as specified. Existing law makes any contractor, subcontractor, agent, or representative who neglects to comply with the requirements to keep accurate payroll records guilty of a misdemeanor. • This bill would require any copy of records requested by, and made available for inspection by or furnished to, a | |

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| | | <p>multiemployer Taft-Hartley trust fund or joint labor-management committee be provided on forms provided by the Division of Labor Standards Enforcement or contain the same information as the forms provided by the division.</p> <ul style="list-style-type: none"> • The bill would specify that copies of electronic certified payroll records do not satisfy payroll records requests made by Taft-Hartley trust funds and joint labor-management committees. | |
| <p>AB 593 Haney D</p> <p>Carbon emission reduction strategy: building sector.</p> | <p>5/18/2023-A. THIRD READING 5/18/2023-From committee: Do pass. (Ayes 11. Noes 3.) (May 18). Read second time. Ordered to third reading.</p> | <p>Current law requires the State Energy Resources Conservation and Development Commission to establish the Equitable Building Decarbonization Program that includes a direct install program and a statewide incentive program for low-carbon building technologies. Current law establishes the policy of the state to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and to ensure that, by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the statewide greenhouse gas emissions in 1990.</p> <ul style="list-style-type: none"> • This bill would require the commission, on or before June 1, 2024, to identify an emission reduction strategy, with milestones, for the building sector to support achieving those carbon emissions reduction goals, as provided. • The bill would require the commission, on or before July 1, 2025, to implement the emission reduction strategy as a part of the Equitable Building Decarbonization Program and to take certain actions for purposes of implementing the strategy. | |

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| <p>AB 610 Holden D</p> <p>Student Transit Pass Pilot Program: free student transit passes.</p> | <p>5/22/2023-A. THIRD READING 5/22/2023-Read second time. Ordered to third reading.</p> | <p>Upon the appropriation of moneys by the Legislature, this bill would create the Student Transit Pass Pilot Program, administered by the Department of Transportation, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free student transit passes to persons attending public educational institutions, and persons 18 years of age or younger, providing free transit service to holders of those passes, and administering and participating in the program, as specified.</p> <ul style="list-style-type: none"> • The bill would authorize a transit agency to submit a grant application in partnership with one or more public educational institutions and would also authorize grant funds to be used to create a new fare free student transit pass program or to maintain, subsidize, or expand an existing fare free student transit pass 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 a public educational institution partner, as provided. • The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2027, on, among other things, the outcomes of the program and the funding conditions associated with offering free student transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in the emissions of greenhouse gases and vehicle miles traveled, as | <p>Likely Support</p> |

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| | | <p>provided.</p> <ul style="list-style-type: none"> • The bill would repeal its provisions as of January 1, 2028. | |
| <p>AB 637 Low D Density Bonus Law.</p> | <p>5/5/2023-A. 2 YEAR 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was H. & C.D. on 2/17/2023)(May be acted upon Jan 2024)</p> | <p>The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Current law requires a city or county to grant a proposal for an incentive or concession requested by a developer unless it would not result in identifiable and actual cost reductions, as specified, would have a specific, adverse impact on public health or safety or on specified real property and for which there is no method to avoid or mitigate that impact, as specified, or would be contrary to state or federal law.</p> <ul style="list-style-type: none"> • This bill would additionally except from the requirement that a city or county to grant a proposal an incentive or concession would alter the requirements of a local program, policy, or ordinance that requires, as a condition of the development of residential units, that the development include a certain percentage of residential units that meet specified affordability requirements. | |
| <p>AB 645 Friedman D</p> | <p>5/18/2023-A. THIRD READING 5/18/2023-Joint Rule 62(a), file notice suspended. From committee: Do pass. (Ayes 11. Noes 3.)</p> | <p>Would authorize, until January 1, 2032, the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco to establish a Speed Safety System Pilot Program if the system meets specified</p> | |

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| Vehicles: speed safety system pilot program. | (May 18). Read second time. Ordered to third reading. | <p>requirements.</p> <ul style="list-style-type: none"> • The bill would require a participating city or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the participating city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized. • The bill would require a participating city or city and county to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. | |
| <p>AB 719 Boerner D</p> <p>Medi-Cal benefits.</p> | <p>5/18/2023-A. THIRD READING 5/18/2023-From committee: Do pass. (Ayes 11. Noes 1.) (May 18). Read second time. Ordered to third reading.</p> | <p>Current law establishes a schedule of benefits under the Medi-Cal program, including nonmedical transportation for a beneficiary to obtain covered Medi-Cal services. Current law requires nonmedical transportation to be provided by the beneficiary’s managed care plan or by the department for a Medi-Cal fee-for-service beneficiary.</p> <ul style="list-style-type: none"> • This bill would require the department to require managed care plans to contract with public transit operators for the purpose of establishing reimbursement rates for nonmedical and nonemergency medical transportation trips provided by a public transit operator. • The bill would require the rates reimbursed by the managed care plan to the public transit operator to be based on the department’s fee-for-service rates for nonmedical and nonemergency medical transportation service. | |

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| <p>AB 730 Lowenthal D</p> <p>California Public Records Act: public agency employees: notice requirements: personnel and medical information.</p> | <p>4/28/2023-A. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was JUD. on 3/9/2023)(May be acted upon Jan 2024)</p> | <p>Under current law, the California Public Records Act generally does not require disclosure of personnel, medical, or similar files, the disclosure of which would constitute an unwarranted invasion of personal privacy. Current law requires an agency, if it determines a request seeks disclosable public records, to state the estimated date and time when the records will be made available. Current law permits the prescribed time limits of the act to be extended in unusual circumstances. In this connection, “unusual circumstances” include, among other reasons, the need to search for and collect the requested records from field facilities or other establishments separate from the office processing the request.</p> <ul style="list-style-type: none"> • This bill would require an agency to promptly provide a public agency employee with written notice of a request to disclose a record related to personnel, medical, or similar information of that employee, as specified. • The bill would also require the agency, before disclosing or making those records available, to provide not less than 21 days’ written notice to the employee of its intent to disclose or make the records available. • The bill would further expand the definition of “unusual circumstances” to include the need to provide those advance written notices. By placing new requirements on local agencies, the bill would impose a state-mandated local program. | |
| <p>AB 744 Carrillo, Juan D</p> | <p>5/22/2023-A. THIRD READING 5/22/2023-Read second time. Ordered to third reading.</p> | <p>Upon the appropriation of funds by the Legislature, this bill would require the California Transportation Commission to acquire public domain or procure commercially available or</p> | |

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| California Transportation Commission: data, modeling, and analytic software tools procurement. | | <p>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.</p> <ul style="list-style-type: none"> • The bill would require the commission to provide access to the data, modeling, and analytic software tools to state and local agencies, as specified. • 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 February 1, 2026, regarding their use of the data, modeling, and analytic software tools. • The bill would require the commission, based on those reports, to submit a report to the Legislature no later than December 1, 2026, regarding the use of the data, modeling, and analytic software tools by state and local agencies. | |
| <p>AB 756 Papan D</p> <p>Department of Transportation: contaminated stormwater runoff: salmon and steelhead trout bearing surface waters.</p> | <p>5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2023)(May be acted upon Jan 2024)</p> | <p>Would require the Department of Transportation, in consultation with the State Water Resources Control Board, the Department of Toxic Substances Control, and the Department of Fish and Wildlife, to develop a programmatic environmental review process to prevent 6PPD and 6PPD-quinone from entering salmon and steelhead trout bearing surface waters of the state.</p> <ul style="list-style-type: none"> • The bill would require the department’s 6PPD and 6PPD-quinone programmatic environmental review process to include, among other specified components, a pilot project at a | |

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| | | <p>particular highway crossing over the San Mateo Creek to study the effectiveness and cost effectiveness of installing and maintaining bioretention and biofiltration comparatively along department rights-of-way to eliminate the discharge of 6PPD and 6PPD-quinone into surface waters of the state, as specified.</p> <ul style="list-style-type: none"> • The bill would require, no later than December 31, 2026, the Director of Transportation to submit a report to the Legislature describing the department’s strategy to eliminate the discharge of 6PPD and 6PPD-quinone by the department to all salmon and steelhead trout bearing surface waters of the state. | |
| <p>AB 761 Friedman D</p> <p>Transit Transformation Task Force.</p> | <p>5/18/2023-A. THIRD READING 5/18/2023-From committee: Do pass. (Ayes 15. Noes 0.) (May 18). Read second time. Ordered to third reading.</p> | <p>Under current law, the Transportation Agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. Current law provides for the funding of public transit, including under the Transportation Development Act.</p> <ul style="list-style-type: none"> • This bill would require the secretary, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller’s office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. • The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to | <p>Support</p> |

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| | | <p>develop policies to grow transit ridership and improve the transit experience for all users of those services.</p> <ul style="list-style-type: none"> • The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force’s efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. • The bill would require the report to include a detailed analysis of specified issues and recommendations on specified topics. | |
| <p>AB 817 Pacheco D</p> <p>Open meetings: teleconferencing: subsidiary body.</p> | <p>5/5/2023-A. 2 YEAR 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 3/16/2023)(May be acted upon Jan 2024)</p> | <p>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.</p> <ul style="list-style-type: none"> • This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. In order to use teleconferencing pursuant to the Ralph M. Brown Act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. | <p>Support</p> |

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| AB 819 Bryan D Crimes: public transportation: fare evasion. | 5/24/2023-S. PUB. S. 5/24/2023-Referred to Com. on PUB S. | Current law makes it a crime, punishable as an infraction and subsequently as a misdemeanor, for an adult to evade payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, as specified. Under existing law, a 3rd or subsequent violation of fare evasion or other listed associated violations is a misdemeanor and punishable by a fine of up to \$400 or by imprisonment in a county jail for a period of not more than 90 days, or both. • This bill would no longer categorize as a misdemeanor a 3rd or subsequent violation, by an adult, of evading the payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, and would make a 3rd or subsequent violation punishable only by a fine of up to \$400. | |
| AB 823 Schiavo D Clean Transportation Program: eligible projects. | 5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/19/2023)(May be acted upon Jan 2024) | Current law establishes the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding, upon appropriation by the Legislature, to certain entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. Current law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria and to fund specified eligible projects, including, among others, alternative and renewable fuel infrastructure, fueling stations, and equipment. | |

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| | | <ul style="list-style-type: none"> • This bill would expand the list of eligible projects to include, among other things, roadway integrated fueling and parking surface integrated fueling projects. | |
| AB 902 Rodriguez D Ambulances: fee and toll exemptions. | 5/18/2023-S. RLS. 5/18/2023-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment. | 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. <ul style="list-style-type: none"> • This bill would clarify that the owner or operator of a 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 980 Friedman D Active Transportation Program: report. | 5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/10/2023)(May be acted upon Jan 2024) | Current law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Current law requires the California Transportation Commission to develop guidelines and project selection criteria for the program and authorizes the commission to amend the adopted guidelines after conducting at least one public hearing. <ul style="list-style-type: none"> • This bill would require an applicant that receives funding under the program for a project to, within one year of completing the project, submit a report to the commission describing how the project met active transportation goals. | |
| AB 981 Friedman D State highways: pilot highway | 5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/10/2023)(May be acted upon Jan 2024) | Would require the Department of Transportation, beginning in 2025 and ending in 2032, to use cold in-place recycling or partial depth recycling, as defined, on at least 12 projects each year. <ul style="list-style-type: none"> • The bill would require the department, beginning in 2027 | |

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| maintenance and rehabilitation demonstration projects. | | and ending in 2032, to use full depth recycling, as defined, on at least 5 projects each year. <ul style="list-style-type: none"> • The bill would require the department to submit an annual report to the Legislature regarding these projects. • The bill would repeal its provisions on January 1, 2034. | |
| AB 1011 Weber D Social care: data privacy. | 5/23/2023-S. RLS. 5/23/2023-In Senate. Read first time. To Com. on RLS. for assignment. | The Health Insurance Portability and Accountability Act of 1996 (HIPAA) establishes certain requirements relating to the provision of health insurance, including provisions relating to the confidentiality of health records. The Confidentiality of Medical Information Act prohibits a provider of health care, a health care service plan, a contractor, a corporation and its subsidiaries and affiliates, or any business that offers software or hardware to consumers, including a mobile application or other related device, as defined, from intentionally sharing, selling, using for marketing, or otherwise using any medical information, as defined, for any purpose not necessary to provide health care services to a patient, except as provided. <ul style="list-style-type: none"> • This bill would prohibit a participating entity of a closed-loop referral system (CLRS) from selling, renting, releasing, disclosing, disseminating, making available, transferring, or otherwise communicating orally, in writing, or by electronic or other means, social care information stored in or transmitted through a CLRS in exchange for monetary or other valuable consideration. • The bill would further prohibit a participating entity from using social care information stored in, or transmitted through, a CLRS for any purpose or purposes other than the purpose or | |

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| | | purposes for which that social care information was collected or generated, except as specified. | |
| AB 1012 Quirk-Silva D State Air Resources Board: mobile source regulations: lifecycle analysis. | 5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/10/2023)(May be acted upon Jan 2024) | Current law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants. <ul style="list-style-type: none"> • This bill would require the state board, if it proposes a regulation to regulate an on-road mobile source, to prepare a lifecycle analysis, as defined, of any technology required by the regulation, and in its discretion, any incumbent technology. | |
| AB 1045 Hart D Hazardous materials: public notices. | 5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/19/2023)(May be acted upon Jan 2024) | Current law requires the Department of Toxic Substances Control, a local agency, or a regional board, as applicable, to publish specified public notices in a newspaper of general circulation, as described, in connection with various proceedings governed by the hazardous waste control laws and the laws governing hazardous substances, including, among other notices, a notice of intent to file an application for a land use decision for a specified hazardous waste facility project, notice regarding a proposed agreement for a hazardous waste easement, covenant, restriction, or servitude, as described, upon the present and future uses of land, notice regarding public hearings on a proposed hazardous waste management plan, and specified notices regarding removal or remedial actions with respect to hazardous substances. <ul style="list-style-type: none"> • This bill would require the department, a local agency, or regional board, as applicable, in addition to publishing a notice | |

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| | | <p>in a newspaper of general circulation, as specified, to use any other reasonable means to publicize the notices, including, but not limited to, the online versions of newspapers, community bulletin boards, civic engagement platforms, app-based platforms, or other digital platforms, if the department, local agency, or regional board determines, based on research about the affected community, as described, a baseline community survey, or interviews with affected community members, that the targeted community receives information primarily through other means. By imposing a higher level of service on local agencies, the bill would impose a state-mandated local program.</p> | |
| <p>AB 1052 McCarty D</p> <p>Sacramento Regional Transit District: taxes.</p> | <p>5/8/2023-A. THIRD READING 5/8/2023-Read second time. Ordered to third reading.</p> | <p>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.</p> <ul style="list-style-type: none"> • 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 | |

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| | | 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 1100 Low D Employment: workweek. | 4/28/2023-A. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. & E. on 3/23/2023)(May be acted upon Jan 2024) | Would establish the 32-hour Workweek Pilot Program under the administration of the Department of Industrial Relations to provide grants to employers with 5 or more employees for the purposes of administering pilot programs that provide each employee the option to work a 32-hour workweek. <ul style="list-style-type: none"> • The bill would authorize an employer to apply for a grant from the department by submitting a specified application that includes, among other things, a 12-month plan for the implementation of a 32-hour workweek. • The bill would require the department to award grants quarterly, beginning July 1, 2024, and to prioritize employers with hourly employees. | |
| AB 1168 Bennett D Emergency medical services (EMS): prehospital EMS. | 5/18/2023-A. THIRD READING 5/18/2023-Joint Rule 62(a), file notice suspended. From committee: Do pass. (Ayes 12. Noes 2.) (May 18). Read second time. Ordered to third reading. | 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. <ul style="list-style-type: none"> • This bill would require a city or fire district that provided, as of June 1, 1980, prehospital EMS, to be deemed to retain its authorities regarding, and administration of, the prehospital | |

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| | | <p>EMS when a city or fire district provides the prehospital EMS as part of an agreement with a county for the joint exercise of powers regarding prehospital EMS entered into on or before December 31, 2022, or that ceased to contract for, provide, or administer prehospital EMS as a result of a judicial finding, as specified, or that is, as of January 1, 2024, providing prehospital EMS pursuant to statute and enters into an agreement with a county for joint exercise of powers regarding prehospital EMS.</p> <ul style="list-style-type: none"> • The bill would state the Legislature’s intent that a city’s or fire district’s entry into a written agreement with a county for the joint exercise of powers regarding prehospital EMS, as described, does not make the city or fire district ineligible to contract with a county, as described above, or result in the transfer, termination, relinquishment, or extinguishment of that city’s or fire district’s authorities regarding, or administration of, prehospital EMS, and to abrogate contrary judicial holdings. | |
| <p>AB 1181 Zbur D Solar energy systems.</p> | <p>5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2023)(May be acted upon Jan 2024)</p> | <p>Current law requires the Public Utilities Commission to ensure that not less than 10% of the funds for the California Solar Initiative are used for the installation of solar energy systems on low-income residential housing.</p> <ul style="list-style-type: none"> • This bill would require the commission, on or before January 1, 2025, and as part of a new or existing proceeding, to evaluate program or tariff improvements to multifamily installations of hybrid resources, specifically the inclusion of energy storage paired with solar energy systems, and to consider possible adjustments to existing or successor tariffs to | |

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| | | facilitate the installation of energy storage technologies with new or existing solar energy systems, as specified. | |
| AB 1198 Grayson D GO-Biz: Energy Unit: equity. | 5/25/2023-S. DESK 5/25/2023-Read third time. Passed. Ordered to the Senate. | Current law establishes the Governor’s Office of Business and Economic Development, known as “GO-Biz,” within the Governor’s office to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. Current law establishes, within GO-Biz, the Energy Unit to accelerate the planning, financing, and execution of critical energy infrastructure projects that are necessary for the state to reach its climate, energy, and sustainability policy goals, including by identifying barriers, making recommendations, creating a working group, coordinating between the state’s climate and energy agencies, and cooperating with local, regional, federal, and California public and private businesses and investors. Current law requires the Energy Unit to submit a report to the Legislature on its activities on or before February 1 of each year, as specified. <ul style="list-style-type: none"> • This bill would require the Energy Unit to identify, among other things, the participation levels of businesses owned by women, minorities, disabled individuals, and veteran-owned businesses, as well as individuals from disadvantaged communities. • The bill would require the Energy Unit to hold at least 3 public workshops and engage with stakeholders and specified representatives to develop recommendations to address barriers | |

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| AB 1224 Bryan D Workforce development: green jobs survey. | 5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/10/2023)(May be acted upon Jan 2024) | to access to the energy industry and how to increase the participation rate for underrepresented communities. Current law establishes the California Workforce Development Board, formerly named the California Workforce Investment Board, as the body responsible for assisting the Governor in the development, oversight, and continuous improvement of California’s workforce investment system and the alignment of the education and workforce investment systems to the needs of the 21st century economy and workforce. Current law requires the board to establish a committee known as the Green Collar Jobs Council to, among other things, consult with other state agencies, higher education representatives, local workforce investment boards, industry representatives, and specified others in the development of a strategic initiative relating to the training and development of a skilled workforce to meet the needs of California’s emerging green economy. <ul style="list-style-type: none"> • This bill would require the Labor Market Information Division of the Employment Development Department to conduct, upon appropriation by the Legislature, a green jobs survey, as specified, to gather information about statewide green job industry strengths. • The bill would require the division to create a standard operating definition of “green job” based on the results of the survey for the purpose of employment in California, as described. • The bill would require the California Workforce Development Board to incorporate the survey’s findings into education outreach, as specified, and would require the | |

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| | | Workforce Services Branch of the Employment Development Department to incorporate the survey’s findings into appropriate communications or educational materials relating to job opportunities for persons seeking employment. | |
| AB 1250 Friedman D Department of Transportation: low-carbon materials. | 5/25/2023-S. DESK 5/25/2023-Read third time. Passed. Ordered to the Senate. | Would require the Secretary of Transportation, in consultation with the Director of Transportation, to submit a report to the Legislature that discusses, among other things, the carbon emissions associated with materials currently used in state transportation projects, alternative materials with lower carbon emissions, and benchmarks for using materials with lower carbon materials. <ul style="list-style-type: none"> • The bill would require the department to report to the Legislature annually on the department’s progress in meeting the benchmarks described above. | |
| AB 1261 Santiago D Crime: witnesses and informants. | 5/24/2023-S. PUB. S. 5/24/2023-Referred to Com. on PUB S. | Current state law requires, upon request by specified persons, that a certifying official from a certifying entity, as defined, certify “victim helpfulness” or “victim cooperation” on specified federal supplemental forms relating to immigration when the person was a victim of a qualifying criminal activity or human trafficking, and has, is, or is likely to be helpful or cooperative regarding the investigation or prosecution of that qualifying criminal activity, as specified. <ul style="list-style-type: none"> • This bill would specify that a person submitting those forms does not have to be present in the United States at the time of filing. • The bill would require a certifying entity that does not certify those forms to provide a written explanation for the denial of | |

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| | | <p>the certification.</p> <ul style="list-style-type: none"> • The bill would require a certifying entity to certify those forms for direct victims, indirect victims, and bystander or witness victims, as specified. • The bill would prohibit a certifying entity from refusing to complete that form for specified reasons, including, among others, the informant’s criminal history information or immigration history. | |
| <p>AB 1265 Gallagher R</p> <p>Transportation fuels: gasoline specifications.</p> | <p>4/28/2023-A. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/9/2023)(May be acted upon Jan 2024)</p> | <p>The California Global Warming Solutions Act of 2006 requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 and to ensure the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit by 2030. The act authorizes the state board to include the use of market-based compliance mechanisms in its regulation of greenhouse gas emissions.</p> <ul style="list-style-type: none"> • This bill would specify that transportation fuels are not subject to regulations implementing a market-based compliance mechanism for greenhouse gas emissions. | |
| <p>AB 1295 Friedman D</p> <p>The Affordable Housing and Sustainable Communities Program: awarded projects: mapping.</p> | <p>5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/3/2023)(May be acted upon Jan 2024)</p> | <p>Current law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. To support the planning and development of sustainable communities,</p> | |

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| | | <p>current law requires the council to manage and award financial assistance to a city or county for preparing, adopting, and implementing a general plan or general plan element that is designed to meet specified objectives, including, among others, reducing greenhouse gas emissions.</p> <ul style="list-style-type: none"> • This bill would require the council, no later than June 1, 2024, in coordination with project and regional agencies, to create a map of the projects awarded funds under the Affordable Housing and Sustainable Communities Program and display that map on a public platform. | |
| <p>AB 1333 Ward D</p> <p>Residential real property: bundled sales.</p> | <p>5/5/2023-A. 2 YEAR 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 3/23/2023)(May be acted upon Jan 2024)</p> | <p>Current law prescribes various requirements to be satisfied before the exercise of a power of sale under a mortgage or deed of trust and prescribes a procedure for the exercise of that power. Current law, until January 1, 2031, for purposes of the exercise of a power of sale, prohibits a trustee from bundling properties for the purpose of sale, instead requiring each property to be bid on separately, unless the deed of trust or mortgage provides otherwise. Current law also prohibits specified institutions that, during their immediately preceding annual reporting period, as established with their primary regulator, foreclosed on 175 or more residential real properties, containing no more than 4 dwelling units, from conducting a sale of 2 or more parcels of real property containing one to 4 residential dwelling units, inclusive, at least 2 of which have been acquired through foreclosure under a mortgage or deed of trust.</p> <ul style="list-style-type: none"> • This bill would prohibit a developer of residential one to 4 dwelling units, inclusive, from conducting a sale of 2 or more | |

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| | | parcels of real property containing one to 4 residential dwelling units, inclusive, if the occupancy permit was issued on or after January 1, 2024. | |
| AB 1335 Zbur D Local government: transportation planning and land use: sustainable communities strategy. | 5/18/2023-S. RLS. 5/18/2023-Read third time. Passed. Ordered to the Senate. (Ayes 60. Noes 10.) In Senate. Read first time. To Com. on RLS. for assignment. | 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. <ul style="list-style-type: none"> • 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, calculated as specified and except as provided, and the total number of new housing units necessary to house the above-described 8-year projection, as specified. | |

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| <p>AB 1348 Grayson D</p> <p>State government: Controller: claims audits.</p> | <p>5/22/2023-A. THIRD READING 5/22/2023-Read second time. Ordered to third reading.</p> | <p>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.</p> <ul style="list-style-type: none"> • 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 | |

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| | | auditee, as described. • The bill would make related legislative findings and declarations. | |
| AB 1349 Irwin D Electric vehicle charging station networks: data fields. | 5/17/2023-S. TRANS. 5/17/2023-Referred to Coms. on TRANS. and E., U. & C. | Current law requires the Energy Commission, in consultation with the Public Utilities Commission, to develop uptime recordkeeping and reporting standards for electric vehicle chargers and charging stations by January 1, 2024, as specified. Current law requires the Energy Commission, beginning January 1, 2025, and biennially thereafter, to assess the uptime of charging station infrastructure, including, at a minimum, an assessment of equitable access to reliable charging stations in low-, moderate-, and high-income communities. Current law repeals these provisions on January 1, 2035. • This bill would require, on and after June 1, 2024, owners, operators, and infrastructure developers of electric vehicle charging stations for which those parties are awarded a state grant to support the electric vehicle charging stations, including related infrastructure, on or after January 1, 2024, to ensure that specified data fields for the owner’s or operator’s entire network of electric vehicle charging stations in California are made available, free of charge, to third-party software developers through an application programming interface, as specified. • The bill would authorize other owners, operators, and infrastructure developers of electric vehicle charging stations to ensure that those data fields are available to third-party software developers under the same conditions. | |

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| <p>AB 1374 Alvarez D</p> <p>Greenhouse Gas Reduction Fund: investment plan.</p> | <p>4/28/2023-A. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/2/2023)(May be acted upon Jan 2024)</p> | <p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the fund. Current law requires the investment plan to allocate, among other things, a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities and an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state.</p> <ul style="list-style-type: none"> • This bill would increase those amounts from 25% to 50% and from 5% to 15%. | |
| <p>AB 1377 Friedman D</p> <p>Homeless Housing, Assistance, and Prevention Program: Round 3.</p> | <p>5/18/2023-S. RLS. 5/18/2023-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.</p> | <p>Current law establishes, among various other programs intended to address homelessness in this state, the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by a best-practices framework focused on moving homeless individuals and families into permanent housing and</p> | Sponsor |

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| | | <p>supporting the efforts of those individuals and families to maintain their permanent housing. Current law provides for the allocation of funding under the program among continuums of care, cities, counties, and tribes in 4 rounds, which are to be administered by the Interagency Council on Homelessness. Current law, beginning with round 3 of the program, requires applicants to provide specified information for all rounds of program allocations through a data collection, reporting, performance monitoring, and accountability framework, as established by the council.</p> <p>• This bill would also require data and a narrative summary of specific and quantifiable steps that the applicant has taken to improve the delivery of housing and services to people experiencing homelessness or at risk of homelessness, on transit facilities owned and operated by a transit district, as defined, in their jurisdiction.</p> | |
| <p>AB 1379 Papan D</p> <p>Open meetings: local agencies: teleconferences.</p> | <p>4/28/2023-A. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 3/23/2023)(May be acted upon Jan 2024)</p> | <p>The Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. 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</p> | |

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| | | <p>agency exercises jurisdiction.</p> <ul style="list-style-type: none"> • This bill, with respect to those general provisions on teleconferencing, would require a legislative body electing to use teleconferencing to instead post agendas at a singular designated physical meeting location, as defined, rather than at all teleconference locations. • The bill would remove the requirements for the legislative body of the local agency to identify each teleconference location in the notice and agenda, that each teleconference location be accessible to the public, and that at least a quorum of the members participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. | |
| <p>AB 1383 Ortega D</p> <p>Contractors: discipline: noncompliance with child support obligations.</p> | <p>4/28/2023-A. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was B.&P. on 3/9/2023)(May be acted upon Jan 2024)</p> | <p>Would require the Contractors State License Board, by January 1, 2025, to adopt regulations to provide for withholding issuance or renewal of a license application if the qualifying individual, responsible managing officer, or responsible managing employee is not in compliance with a child support order or judgment, as provided.</p> <ul style="list-style-type: none"> • The bill would require the board’s regulations to provide for the suspension of licenses if the Department of Child Support Services provides the board with a list of delinquent child support obligors and the qualifying individual, responsible managing officer, or responsible managing employee for the license is not in compliance with a child support order. | |
| <p>AB 1385 Garcia D</p> | <p>5/18/2023-S. RLS. 5/18/2023-Read third time. Passed. Ordered to the</p> | <p>Current law authorizes the Riverside County Transportation Commission to impose a transactions and use tax for</p> | |

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| Riverside County Transportation Commission: transaction and use tax. | Senate. (Ayes 54. Noes 10.) In Senate. Read first time. To Com. on RLS. for assignment. | 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. <ul style="list-style-type: none"> • 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. | |
| AB 1401 Garcia D Low Carbon Fuel Standard regulations: alternative diesel fuel regulations. | 4/28/2023-A. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/9/2023)(May be acted upon Jan 2024) | 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. <ul style="list-style-type: none"> • This bill would require the state board, in administering the Low Carbon Fuel Standard, to deem a Tier 2 pathway application certified under specified circumstances. | |
| AB 1482 Gabriel D | 5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule | Current law vests the Public Utilities Commission (PUC) with regulatory jurisdiction over public utilities, including electrical corporations, while local publicly owned electric utilities are | |

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| Electric vehicle charging infrastructure: local publicly owned electric utilities. | 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2023)(May be acted upon Jan 2024) | <p>under the direction of their governing board. Under its current regulatory authority, the PUC adopted a resolution establishing, for electrical corporations, an average service energization time for electric vehicle charging infrastructure of 125 business days, except as provided, and requiring electrical corporations to provide certain information to the PUC regarding service energization time for electric vehicle infrastructure projects.</p> <ul style="list-style-type: none"> • This bill would require each electrical corporation, consistent with the commission resolution, to achieve a 125-business-day average service energization target starting from when a customer submits an application for service to the energization of an electric vehicle charging infrastructure project, except as provided. • The bill would establish, for local publicly owned electric utilities, an average service energization time for electric vehicle charging infrastructure of 125 business days, and would require local publicly owned electric utilities to annually report certain information to the State Energy Resources Conservation and Development Commission (Energy Commission) regarding the service energization time for electric vehicle charging infrastructure projects. | |
| AB 1504 McCarty D Planning and zoning: electric vehicle charging infrastructure: public right-of-way. | 5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2023)(May be acted upon Jan 2024) | Current law requires every city, county, and city and county to administratively approve an application to install electric vehicle charging stations and hydrogen-fueling stations through the issuance of a building permit or similar nondiscretionary permit and requires the review of an application to install an electric vehicle charging station or a | |

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| | | <p>hydrogen-fueling station to be limited to the building official’s review of whether it meets all health and safety requirements of local, state, and federal law. Current law prohibits a city, county, or city and county from denying an application for a use permit to install an electric vehicle charging station or a hydrogen-fueling station unless it makes written findings that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. Current law requires that any conditions imposed on an application to install an electric vehicle charging station or a hydrogen-fueling station be designed to mitigate the specific, adverse impact upon the public health or safety at the lowest cost possible. Current law defines “electric vehicle charging station” or “charging station” for these purposes. Existing law repeals these provisions as they pertain to hydrogen-fueling stations on January 1, 2030.</p> <ul style="list-style-type: none"> • This bill would provide that the provisions described above do not apply to applications to install an electric vehicle charging station or hydrogen-fueling station in a public right-of-way. | |
| <p>AB 1525 Bonta D</p> <p>Transportation projects: priority populations.</p> | <p>5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2023)(May be acted upon Jan 2024)</p> | <p>Would require the agency, the Department of Transportation, and the California Transportation Commission, on or before July 1, 2025, to jointly develop and adopt criteria and an evaluation process for purposes of jointly evaluating each agency, Department of Transportation, or California Transportation Commission project, as defined, to, among other things, determine if the project would be located in a</p> | |

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| | | <p>priority population, address an important need of a priority population, and provide a direct, meaningful, and assured benefit to a priority population, as specified.</p> <ul style="list-style-type: none"> • The bill would require the agency, the Department of Transportation, and the California Transportation Commission, on and after July 1, 2025, to jointly evaluate all new proposed projects by the criteria, and, on or before July 1, 2026, and annually thereafter, to jointly submit a report to the Legislature that evaluates how projects funded during the prior year impacted priority populations, as specified. | |
| <p>AB 1538 Muratsuchi D</p> <p>Clean Energy Reliability Program.</p> | <p>5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/10/2023)(May be acted upon Jan 2024)</p> | <p>Current law requires the Public Utilities Commission, in consultation with the Independent System Operator, to establish resource adequacy requirements for all load-serving entities. Current law requires the commission, in establishing those resource adequacy requirements, to ensure the reliability of electrical service in California while advancing, to the extent possible, the state’s goals for clean energy, reducing air pollution, and reducing emissions of greenhouse gases.</p> <ul style="list-style-type: none"> • This bill would establish the Clean Energy Reliability Program, to be administered by the commission, upon appropriation, to provide incentive payments to qualifying load-serving entities that exceed procurement targets for eligible resources established by the commission, as specified. • The bill would require a load-serving entity to remit incentive payments to its customers as a bill credit or use the payment in a manner determined by the commission to reduce ratepayer costs arising from the additional procurement of eligible resources. | |

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| | | <ul style="list-style-type: none"> • The bill would require a load-serving entity to meet specified conditions to be eligible for an incentive payment. | |
| AB 1550 Bennett D Green hydrogen. | 5/23/2023-A. THIRD READING 5/23/2023-Read second time. Ordered to third reading. | Would require, on and after January 1, 2045, that all hydrogen produced and used in California for the generation of electricity or fueling of vehicles be green hydrogen, as defined, in furtherance of the state’s policy to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045. <ul style="list-style-type: none"> • The bill would require the State Air Resources Board, in consultation with the Public Utilities Commission and the State Energy Resources Conservation and Development Commission, to develop interim targets to ensure the state achieves that requirement. Because a violation of a state board regulation implementing this requirement would be a crime, the bill would impose a state-mandated local program. | |
| AB 1567 Garcia D Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2024. | 5/18/2023-A. THIRD READING 5/18/2023-Coauthors revised. From committee: Do pass. (Ayes 11. Noes 3.) (May 18). Read second time. Ordered to third reading. | The California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, approved by the voters as Proposition 68 at the June 5, 2018, statewide primary election, authorizes the issuance of bonds in the amount of \$4,100,000,000 pursuant to the State General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. | |

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| | | <ul style="list-style-type: none"> • This bill would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$15,105,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs. • This bill contains other related provisions. | |
| AB 1579 Garcia D Vehicles: batteries. | 5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/3/2023)(May be acted upon Jan 2024) | Would, by January 1, 2025, require the Department of General Services to report to the Legislature on a specified study regarding the supply chain for lithium batteries in electric vehicles, and recommendations for any legislation or policy related to this supply chain to advance state environmental and economic development goals. | |
| AB 1580 Carrillo, Juan D Air pollution: electric vehicle infrastructure. | 5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2023)(May be acted upon Jan 2024) | Current law establishes the Clean Transportation Program, which is administered by the State Energy Resources Conservation and Development Commission, to provide financial assistance to certain entities to develop and deploy innovative technologies to transform California’s fuel and vehicle types to help attain the state’s climate change goals. Current law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the Clean Transportation Program and to submit to the Joint Legislative Budget Committee and all relevant policy and fiscal committees of the Legislature a draft update to the | |

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| | | <p>investment plan each January concurrent with the submittal of the Governor’s Budget.</p> <ul style="list-style-type: none"> • This bill would require the commission and the Department of Transportation, on or before June 30, 2024, to jointly develop a California National Electric Vehicle Infrastructure Program Roadmap that is consistent with federal requirements and guidance provided by the federal National Electric Vehicle Infrastructure Formula Program and that only includes projects receiving funding under that federal program. • The bill would require the commission and the department to update the roadmap each January thereafter. | |
| <p>AB 1606 Gipson D</p> <p>Driver’s license renewal alternatives.</p> | <p>5/18/2023-A. THIRD READING 5/18/2023-Joint Rule 62(a), file notice suspended. From committee: Do pass. (Ayes 15. Noes 0.) (May 18). Read second time. Ordered to third reading.</p> | <p>Would, until January 1, 2035, authorize the Director of Motor Vehicles to establish a program to evaluate the traffic safety and other effects of renewing driver’s licenses by virtual or other remote processes.</p> <ul style="list-style-type: none"> • The bill would prohibit the program from granting a mail or online renewal under the program to a person who is 70 years of age or older without a visual test. • The bill would authorize the director to terminate the renewal by virtual or other remote processes at any time. • The bill would require the department to provide a report on the program to the Legislature on or before January 1, 2034. | |
| <p>AB 1609 Garcia D</p> <p>Air pollution: motor vehicle registration: pollution reduction.</p> | <p>5/10/2023-A. APPR. SUSPENSE FILE 5/18/2023-In committee: Held under submission.</p> | <p>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,</p> | |

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| | | <p>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.</p> <ul style="list-style-type: none"> • 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. | |
| <p>AB 1626 McCarty D</p> <p>Transportation electrification: fleet data.</p> | <p>5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2023)(May be acted upon Jan 2024)</p> | <p>Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission), in collaboration with the State Air Resources Board, the Public Utilities Commission, and other relevant stakeholders, to annually gather from state agencies, as provided, specified entities' fleet data for on-road and off-road vehicles in the</p> | |

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| | | <p>medium- and heavy-duty sectors, including information that would allow an electrical corporation or local publicly owned electric utility to estimate the total anticipated charging capacity at each fleet location, and share that data with electrical corporations and local publicly owned electric utilities to help inform electrical grid planning efforts, as specified. Current law prohibits electrical corporations and local publicly owned electric utilities from disclosing that data to third parties.</p> <ul style="list-style-type: none"> • This bill would require the Energy Commission to also gather information that would allow relevant state agencies to estimate the total anticipated hydrogen fueling demand at each fleet location. | |
| <p>AB 1654 Addis D</p> <p>City streets and highways.</p> | <p>5/5/2023-A. 2 YEAR 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/17/2023)(May be acted upon Jan 2024)</p> | <p>Existing law authorizes the legislative body of a city to do any and all things necessary to lay out, acquire, and construct a section or portion of a street or highway within its jurisdiction as a freeway and to make an existing street or highway a freeway.</p> <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to this provision. | |
| <p>AB 1656 Wicks D</p> <p>Homelessness: funding.</p> | <p>5/5/2023-A. 2 YEAR 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/17/2023)(May be acted upon Jan 2024)</p> | <p>Existing law establishes various programs to prevent and ameliorate homelessness, including the Homeless Youth Act of 2018 and the Homeless Housing, Assistance, and Prevention program.</p> <ul style="list-style-type: none"> • This bill would state the intent of the Legislature to enact subsequent legislation to establish an ongoing funding source to address the state’s homelessness crisis. | |

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| AB 1681 Bryan D Environmental justice. | 5/5/2023-A. 2 YEAR 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/17/2023)(May be acted upon Jan 2024) | Existing law requires the California Environmental Protection Agency to develop a model environmental justice mission statement for boards, departments, and offices within the agency, and defines environmental justice for these purposes. • This bill would provide that it is the intent of the Legislature to enact subsequent legislation relating to environmental justice. | |
| AB 1700 Hoover R California Environmental Quality Act: population growth and noise impacts: housing projects. | 4/28/2023-A. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/9/2023)(May be acted upon Jan 2024) | The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. • This bill would specify that population growth, in and of itself, resulting from a housing project and noise impacts of a housing project are not an effect on the environment for purposes of CEQA. | |
| AB 1702 Hart D Active Transportation Program. | 5/5/2023-A. 2 YEAR 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/17/2023)(May be acted upon Jan 2024) | Current law establishes the Active Transportation Program in the Department of Transportation for purposes of encouraging increased use of active modes of transportation, such as biking and walking. • This bill would make nonsubstantive changes to that provision. | |
| AB 1735 Low D | 5/10/2023-S. TRANS. 5/10/2023-Referred to Com. on TRANS. | Current law authorizes the Sacramento Regional Transit District, the Los Angeles County Metropolitan Transportation Authority, the Fresno Area Express, and the San Francisco Bay Area Rapid Transit District to issue a prohibition order to any | |

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| Transit districts: prohibition orders. | | <p>person cited for committing one or more of certain prohibited acts in specified transit facilities. Current law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Current law establishes notice requirements in that regard and provides for initial and administrative review of the order.</p> <ul style="list-style-type: none"> • This bill would provide that the Santa Clara Valley Transportation Authority is a transit district for purposes of these provisions regarding prohibition orders. | |
| <p>AB 1743 Bennett D</p> <p>Lower Emissions Transition Program.</p> | <p>5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/10/2023)(May be acted upon Jan 2024)</p> | <p>Would, until January 1, 2032, enact the Lower Emissions Transition Program. The program would be administered by the state board and would require the State Air Resources Board to approve projects that reduce cumulative emissions from cargo handling equipment, as defined, sources at seaports in the state during the transition period to zero-emissions cargo handling equipment requirements.</p> <ul style="list-style-type: none"> • The bill would prohibit the approval of a project after the compliance date required by any applicable statute, regulation, or rule that requires a change in equipment to a zero-emission standard. • The bill would require the state board to establish guidelines to determine eligibility for project approvals. • The bill would describe certain types of eligible projects and would require the state board to approve projects that meet specified criteria. • The bill would require the state board to establish an application fee, as specified. | |

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| | | <ul style="list-style-type: none"> • The bill would require the application fees to be deposited in the Air Pollution Control Fund and made available to the state board upon appropriation by the Legislature. • The bill would establish eligibility criteria for projects. • The bill would require the state board, by January 1, 2027, and January 1, 2031, to evaluate the impact of the program on state and local clean air efforts to meet state and local clean air goals and to hold at least one public workshop before completing the evaluation. | |
| <p>AB 1748 Ramos D</p> <p>Logistics use projects: sensitive receptors.</p> | <p>5/19/2023-A. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 4/27/2023)(May be acted upon Jan 2024)</p> | <p>Would prohibit the County of Riverside, the County of San Bernardino, and any of the cities, joint powers authorities, or agencies with land use authority within those counties from approving the development or expansion of any logistics use, as defined, that is adjacent to sensitive receptors, as defined, unless the local agency imposes certain requirements, as specified, including a minimum setback on the logistics use of 300 feet if the logistics use consists of 400,000 or more square feet of building space, including, but not limited to, warehouses. By imposing new requirements on local agencies, the bill would impose a state-mandated local program.</p> | |
| <p>ACA 1 Aguilar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p> | <p>12/5/2022-A. PRINT 12/6/2022-From printer. May be heard in committee January 5.</p> | <p>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</p> | |

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| | | 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, or city and county, 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. | |
| ACA 2 Alanis R Public resources: Water and Wildfire Resiliency Act of 2023. | 4/20/2023-A. W.,P. & W. 4/20/2023-Referred to Coms. on W., P., & W. and NAT. RES. | Would establish the Water and Wildfire Resiliency Fund within the State Treasury, and would require the Treasurer to annually transfer an amount equal to 3% of all state revenues that may be appropriated as described from the General Fund to the Water and Wildfire Resiliency Fund. The measure would require the moneys in the fund to be appropriated by the Legislature and would require that 50% of the moneys in the fund be used for water projects, as specified, and that the other 50% of the moneys in the fund be used for forest maintenance and health projects, as specified. | |
| ACA 3 Lee D Wealth tax: appropriation limits. | 3/30/2023-A. REV. & TAX 3/30/2023-Referred to Com. on REV. & TAX. | Would authorize the Legislature to impose a tax upon all forms of personal property or wealth, whether tangible or intangible, and would require any tax so imposed to be administered and collected by the Franchise Tax Board and the Department of Justice, as determined by the Legislature in statute. The measure would authorize the Legislature to classify any form | |

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| | | of personal property or wealth for differential taxation or for exemption by a majority vote. | |
| SB 4 Wiener D Planning and zoning: housing development: higher education institutions and religious institutions. | 5/22/2023-S. THIRD READING 5/22/2023-Read second time. Ordered to third reading. | 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. <ul style="list-style-type: none"> • 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. | |
| SB 5 Nguyen R Motor Vehicle Fuel Tax Law: limitation on adjustment. | 1/18/2023-S. GOV. & F. 5/3/2023-May 3 set for first hearing. Failed passage in committee. (Ayes 2. Noes 2.) Reconsideration granted. | 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 | |

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| | | <p>Index, as specified.</p> <ul style="list-style-type: none"> • 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. | |
| <p>SB 7 Blakespear D</p> <p>The Homeless Housing Obligation Act.</p> | <p>5/19/2023-S. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2023)(May be acted upon Jan 2024)</p> | <p>Would, by January 1, 2030, require each city and county to provide housing opportunities, as defined, for homeless individuals within its jurisdiction, based on their most recent point-in-time count.</p> <ul style="list-style-type: none"> • The bill would require each city and county to develop a housing obligation plan that describes how the city or county plans to increase housing opportunities in its jurisdiction so that it can offer at least one housing opportunity to each homeless individual, as specified. In this regard, the bill would require a housing obligation plan to include, among other things, goals and plans to fulfill the city or county’s housing obligation, including specific projects and completion timelines, and the city or county’s progress in reducing the number of homeless individuals in its jurisdiction. • The bill would require a housing obligation plan to identify steps taken by the city or county to consult with other jurisdictions to ensure that the plan is consistent with regional homelessness planning efforts. • The bill would require a city or county to submit its housing obligation plan to the Department of Housing and Community Development for review and post the plan to its internet website by January 1, 2025. • The bill would require a city or county to update its housing | |

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| | | obligation plan on or before January 1 of each subsequent year. | |
| SB 12 Stern D California Global Warming Solutions Act of 2006: emissions limit. | 5/19/2023-S. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2023)(May be acted upon Jan 2024) | Under the California Global Warming Solutions Act of 2006, the State Air Resources Board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. • This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030. | |
| SB 15 Grove R Oil imports: air quality emissions data. | 5/25/2023-A. DESK 5/25/2023-Read third time. Passed. (Ayes 40. Noes 0.) Ordered to the Assembly. | Would express the intent of the Legislature that the State Energy Resources Conservation and Development Commission monitor foreign countries that export oil to California and identify on its internet website which of those countries have demonstrated human rights abuses, as documented by the United States Department of State, and which of those countries have lower environmental standards for the production of oil than California. | |
| SB 16 Smallwood-Cuevas D | 5/22/2023-S. THIRD READING 5/22/2023-Read second time. Ordered to third reading. | The Unruh Civil Rights Act generally prohibits business establishments from discriminating on specified bases. The California Fair Employment and Housing Act (act) prohibits discrimination in housing and employment on specified bases | |

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| Civil rights: discrimination: enforcement. | | <p>and provides procedures for enforcement by the Civil Rights Department. Current law specifies that while it is the intent of the Legislature that the act occupy the field of regulation of discrimination in employment and housing, nothing in the act shall be construed to limit or restrict the application of the Unruh Civil Rights Act.</p> <p>• This bill would, commencing on January 1, 2025, also specify that nothing in the act shall be construed to limit or restrict efforts by local entities to enforce state law prohibiting discrimination against classes of persons covered by the act in employment and housing, provided that the enforcement complies with regulations governing local enforcement of the act that the bill would require the Civil Rights Department to promulgate by ____.</p> | |
| <p>SB 30 Umberg D</p> <p>Transportation: zero-emission vehicle signage.</p> | <p>5/22/2023-A. DESK 5/23/2023-In Assembly. Read first time. Held at Desk.</p> | <p>Current law requires the Department of Transportation to adopt rules and regulations that allow the placement, near exits on freeways in rural areas, of information signs identifying specific roadside businesses, including a business offering electric vehicle charging facilities.</p> <p>• This bill would require the department, in coordination with the Governor’s Office of Business and Economic Development (GO-Biz) and the State Energy Resources Conservation and Development Commission, to develop and design light-duty zero-emission vehicle charging and fueling station signage to be placed along state highways based on charger or fueling type and vehicle compatibility, to increase consumer confidence in locating electric vehicle chargers and hydrogen fueling stations.</p> | |

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| | | <ul style="list-style-type: none"> • The bill would authorize the department to adopt and regulations for these purposes. | |
| SB 32 Jones R Motor vehicle fuel tax: greenhouse gas reduction programs: suspension. | 3/8/2023-S. E.Q. 4/19/2023-April 19 set for first hearing. Failed passage in committee. (Ayes 2. Noes 3.) Reconsideration granted. | 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. <ul style="list-style-type: none"> • 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 34 Umberg D Surplus land disposal: violations: Orange County. | 5/22/2023-A. DESK 5/23/2023-In Assembly. Read first time. Held at Desk. | Would, until January 1, 2030, would require the County of Orange, or any city located within Orange County, if notified by the Department of Housing and Community Development that its planned sale or lease of surplus land is in violation of existing law, to cure or correct the alleged violation within 60 | |

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| | | <p>days, as prescribed.</p> <ul style="list-style-type: none"> • The bill would prohibit an Orange County jurisdiction that has not cured or corrected any alleged violation from disposing of the parcel until the department determines that it has complied with existing law or deems the alleged violation not to be a violation. | |
| <p>SB 35 Umberg D</p> <p>Community Assistance, Recovery, and Empowerment (CARE) Court Program.</p> | <p>5/11/2023-A. HEALTH 5/11/2023-Referred to Com. on HEALTH.</p> | <p>The Community Assistance, Recovery, and Empowerment (CARE) Act, authorizes specified adult persons to petition a civil court to create a voluntary CARE agreement or a court-ordered CARE plan and implement services, to be provided by county behavioral health agencies, to provide behavioral health care, including stabilization medication, housing, and other enumerated services, to adults who are currently experiencing a severe mental illness and have a diagnosis identified in the disorder class schizophrenia and other psychotic disorders, and who meet other specified criteria. Current law authorizes CARE Act proceedings to commence in the county where the respondent resides, is found, or is facing criminal or civil proceedings. Current law requires the act to be implemented with technical assistance and continuous quality improvement, as specified, including expected start dates for specified counties. Current law also requires the State Department of Health Care Services to implement guidelines under which counties can apply for and be provided additional time to implement the above-described provisions. Current law authorizes the department to grant an extension once, and no later than December 1, 2025.</p> | |

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| | | <ul style="list-style-type: none"> • This bill would instead authorize the department to grant an extension no later than December 15, 2025. | |
| SB 37 Caballero D Older Adults and Adults with Disabilities Housing Stability Act. | 5/19/2023-S. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2023)(May be acted upon Jan 2024) | Current law establishes various programs to address homelessness, including requiring the Governor to create an Interagency Council on Homelessness and establishing the Homeless Emergency Aid program for the purpose of providing localities with one-time grant funds to address their immediate homelessness challenges, as specified. Current law commits to the Department of Housing and Community Development the administration of various housing assistance programs, including provisions relating to residential hotel rehabilitation and tasks the department, in consultation with each council of governments, with the determination of each region’s existing and projected housing need. <ul style="list-style-type: none"> • This bill would, upon an appropriation by the Legislature for this express purpose, require the Department of Housing and Community Development, commencing January 1, 2024, to begin developing the Older Adults and Adults with Disabilities Housing Stability Program. | |
| SB 52 Durazo D Redistricting: large charter cities. | 5/22/2023-A. DESK 5/23/2023-In Assembly. Read first time. Held at Desk. | Would require a charter city with a population of at least 2,500,000 people to establish a citizens redistricting commission to adjust the district boundaries for the city council. <ul style="list-style-type: none"> • The bill would require the commission to adjust the boundaries of the city council districts in accordance with specified criteria and adopt a redistricting plan following each federal decennial census in accordance with specified | |

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| SB 55 Umberg D Vehicles: catalytic converters. | 5/22/2023-A. DESK 5/23/2023-In Assembly. Read first time. Held at Desk. | deadlines. By increasing the duties on local officials, the bill would impose a state-mandated local program. Current law requires a core recycler that accepts, ships, or sells used catalytic converters to maintain specified information regarding the purchase and sale of the catalytic converters. Current law prohibits a core recycler from providing payment for a catalytic converter unless, among other requirements, the payment is made by check, as specified. • This bill , in addition to payment by check, would allow for payment by credit card or any other form of traceable payment other than cash. | |
| SB 56 Skinner D Load-serving entities: integrated resource plans. | 12/7/2022-S. RLS. 1/18/2023-Referred to Com. on RLS. | Current law requires the Public Utilities Commission to adopt a process for each load-serving entity, defined to include electrical corporations, electric service providers, and community choice aggregators, to file an integrated resource plan and a schedule for periodic updates to the plan to ensure that it meets, among other things, the state’s targets for reducing emissions of greenhouse gases and the requirement to procure at least 60% of its electricity from eligible renewable energy resources by December 31, 2030. Current law additionally requires the integrated resource plan to contribute to a diverse and balanced portfolio of resources needed to ensure a reliable supply of electricity that provides optimal integration of renewable energy resources in a cost-effective manner, meets the state’s targets for reducing emissions of greenhouse gases, and prevents cost shifting among load-serving entities. | |

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| | | <ul style="list-style-type: none"> • This bill would make a nonsubstantive change to the latter provision. | |
| SB 69 Cortese D California Environmental Quality Act: local agencies: filing of notices of determination or exemption. | 5/22/2023-S. THIRD READING 5/22/2023-Read second time. Ordered to third reading. | The California Environmental Quality Act (CEQA) authorizes a local agency that determines that a project is not subject to CEQA to file a notice of exemption with the county clerk of each county in which the project will be located, as provided. CEQA requires the county clerk to make the notice available for public inspection and post the notice within 24 hours of receipt in the office or on the internet website of the county clerk, as specified. <ul style="list-style-type: none"> • This bill would require a local agency to file a notice of determination with the Office of Planning and Research in addition to the county clerk of each county in which the project will be located. • The bill would authorize a local agency to file a notice of exemption with the Office of Planning and Research in addition to the county clerk of each county in which the project will be located. • The bill would require the notice, including any subsequent or amended notice, to be posted both in the office and on the internet website of the county clerk and on the State Clearinghouse website of the Office of Planning and Research within 24 hours of receipt. By imposing duties on local agencies, the bill would create a state-mandated local program. | |
| SB 83 Wiener D | 5/19/2023-S. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule | Current law authorizes the Public Utilities Commission to establish an expedited distribution grid interconnection dispute | |

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| Public utilities: electrical distribution grid: energization. | 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2023)(May be acted upon Jan 2024) | <p>resolution process with the goal of resolving disputes over interconnection applications within the jurisdiction of the commission in no more than 60 days from the time the dispute is formally brought to the commission.</p> <ul style="list-style-type: none"> • This bill would require the commission, on or before September 30, 2024, to establish maximum energization time periods by when an electrical corporation would be required to energize a development project, including the maximum time period for the energization ready phase of a project. • The bill would require an electrical corporation to energize a development project with the electrical corporation’s electrical distribution grid within the maximum energization time period established by the commission, after receiving a notification from a development project applicant that the development project is energization ready, as defined. • The bill would specify that the maximum energization time period established by the commission does not apply if an issue specific to the development project or the project site arises that would prevent the electrical corporation from safely completing the energization within that time period and would require the electrical corporation to work with the development project applicant to establish an alternative time period. | |
| SB 84 Gonzalez D Air quality programs: funding. | 5/22/2023-S. THIRD READING 5/22/2023-Read second time. Ordered to third reading. | 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 | |

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| | | <p>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.</p> <ul style="list-style-type: none"> • 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. | |
| <p>SB 88 Skinner D</p> <p>Pupil transportation: driver qualifications.</p> | <p>5/18/2023-S. THIRD READING 5/18/2023-From committee: Do pass. (Ayes 4. Noes 2.) (May 18). Read second time. Ordered to third reading.</p> | <p>Would place various requirements upon a driver who provides certain transportation services for pupils, including, among others, by requiring these drivers to be mandated reporters and to submit and clear tuberculosis risk assessments, as provided.</p> <ul style="list-style-type: none"> • The bill would require any vehicle used to provide pupil transportation for compensation by a local educational agency, as defined, to be inspected, as specified, and to be equipped with a first aid kit and a fire extinguisher. | |
| <p>SB 91 Umberg D</p> <p>California Environmental Quality Act: exemption: supportive and</p> | <p>5/11/2023-A. NAT. RES. 5/11/2023-Referred to Coms. on NAT. RES. and H. & C.D.</p> | <p>Current law, until January 1, 2025, exempts from the California Environmental Quality Act (CEQA) projects related to the conversion of a structure with a certificate of occupancy as a motel, hotel, residential hotel, or hostel to supportive or</p> | |

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| transitional housing: motel conversion. | | transitional housing, as defined, that meet certain conditions. <ul style="list-style-type: none"> • This bill would extend indefinitely the above exemption. | |
| SB 222 Nguyen R Outdoor advertising: applications. | 4/28/2023-S. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/29/2023)(May be acted upon Jan 2024) | The Outdoor Advertising Act, provides for the regulation by the Department of Transportation of an advertising display, as defined, within view of public highways. Current law requires the director to prescribe the form of all applications, licenses, permits, and other appurtenant written matter. <ul style="list-style-type: none"> • This bill would require the department to consider the approval or denial of a pending outdoor advertising application before construction on an applicable highway project is completed. | |
| SB 225 Caballero D Community Anti-Displacement and Preservation Program: statewide contract. | 5/24/2023-A. DESK 5/25/2023-In Assembly. Read first time. Held at Desk. | Would establish the Community Anti-Displacement and Preservation Program for purposes of funding the acquisition and rehabilitation of unrestricted housing units, as defined, and attaching long-term affordability restrictions on the housing units, while safeguarding against the displacement of current residents. <ul style="list-style-type: none"> • The bill would require the Department of Housing and Community Development to issue a request for qualification to select a private sector entity or consortium to manage the program for a period of 5 years. • The bill would require the program manager to make loans to eligible borrowers, as defined, based on underwriting guidelines approved by the department. • The bill would authorize the department to issue grants or loans from program funds to local public entities upon request for purposes of allowing the local public entity to use the | |

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| | | <p>moneys to issue loans to eligible borrowers within its jurisdiction in accordance with the bill’s provisions and department regulations.</p> <ul style="list-style-type: none"> • The bill would require the department to adopt regulations for the operation of the program and would exempt the adoption of regulations by the department for these purposes from the Administrative Procedure Act. | |
| <p>SB 229 Umberg D</p> <p>Surplus land: disposal of property: violations: public meeting.</p> | <p>5/22/2023-A. DESK 5/23/2023-In Assembly. Read first time. Held at Desk.</p> | <p>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 negotiations 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.</p> <ul style="list-style-type: none"> • 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 | |

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| | | <p>notice of violation.</p> <ul style="list-style-type: none"> • The bill would require the local agency’s governing body to provide prescribed notice no later than 14 days before the public session. | |
| <p>SB 233 Skinner D</p> <p>Electric vehicles and electric vehicle supply equipment: bidirectional capability.</p> | <p>5/22/2023-S. THIRD READING 5/22/2023-Read second time. Ordered to third reading.</p> | <p>Would require the State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources Board, on or before June 30, 2024, to convene a stakeholder workgroup to examine challenges and opportunities associated with using an electric vehicle as a mobile battery to power a home or building or providing electricity to the electrical grid, and require the Energy Commission, in consultation with the stakeholder workgroup, on or before January 1, 2026, to submit a report to the Governor and Legislature that includes specified information related to the bidirectional capability of electric vehicles and electric vehicle service equipment, as specified.</p> | |
| <p>SB 239 Dahle R</p> <p>California Environmental Quality Act: housing development projects: judicial proceedings.</p> | <p>4/28/2023-S. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 2/1/2023)(May be acted upon Jan 2024)</p> | <p>The California Environmental Quality Act (CEQA) requires a court, in an action or proceeding brought challenging any determination, finding, or decision of a public agency on the grounds of noncompliance with CEQA and a finding by the court of such noncompliance, to enter an order that includes one or more of specified mandates, one of which may be a mandate to suspend any or all specific project activity or activities, as provided. CEQA provides that, except as otherwise specified, it is not intended to limit the equitable powers of the courts.</p> <ul style="list-style-type: none"> • This bill would limit the standing to file and maintain the | |

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| | | <p>above action or proceeding to the Attorney General.</p> <ul style="list-style-type: none"> • The bill would authorize the court, upon its own motion or of a party, to conduct a hearing to determine if the Attorney General is bringing and maintaining an action or proceeding for nonenvironmental purposes, as defined. If the court determines that the action is brought or maintained for nonenvironmental purposes, the bill would authorize the court to take necessary actions, including the dismissal of the action or proceeding, award of attorneys' fees, or both dismissal and award. | |
| <p>SB 251 Newman D</p> <p>Political Reform Act of 1974: elected officers: conflicts of interest.</p> | <p>2/9/2023-S. E. & C.A. 4/19/2023-April 18 set for first hearing. Failed passage in committee. (Ayes 2. Noes 0.) Reconsideration granted.</p> | <p>The Political Reform Act of 1974 provides for the comprehensive regulation of conflicts of interest of public officials. The act makes a knowing or willful violation of its provisions a misdemeanor.</p> <ul style="list-style-type: none"> • This bill would prohibit an elected officer from employment by any other elected officer with the same constituency, except if the elected officer first began their employment by the other elected officer with the same constituency on or before December 31, 2023. • The bill would not apply to statewide elected officers. | |
| <p>SB 252 Gonzalez D</p> <p>Public retirement systems: fossil fuels: divestment.</p> | <p>5/25/2023-A. DESK 5/25/2023-Read third time. Passed. (Ayes 23. Noes 10.) Ordered to the Assembly.</p> | <p>Would prohibit the boards of the Public Employees' Retirement System and the State Teachers' Retirement System from making new investments or renewing existing investments of public employee retirement funds in a fossil fuel company, as defined.</p> <ul style="list-style-type: none"> • The bill would require the boards to liquidate investments in a fossil fuel company on or before July 1, 2031. | |

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| | | <ul style="list-style-type: none"> • The bill would temporarily suspend the above-described liquidation provision upon a good faith determination by the board that certain conditions materially impact normal market mechanisms for pricing assets, as specified, and would make this suspension provision inoperative on January 1, 2035. • The bill would provide that it does not require a board to take any action unless the board determines in good faith that the action is consistent with the board’s fiduciary responsibilities established in the California Constitution. | |
| <p>SB 253 Wiener D</p> <p>Climate Corporate Data Accountability Act.</p> | <p>5/22/2023-S. THIRD READING 5/22/2023-Read second time. Ordered to third reading.</p> | <p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with the act. The act requires the state board to make available, and update at least annually, on its internet website the emissions of greenhouse gases, criteria pollutants, and toxic air contaminants for each facility that reports to the state board, as provided.</p> <ul style="list-style-type: none"> • This bill would require the state 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 greenhouse gas emissions, categorized as scope 1, 2, and 3 emissions, as defined, from the specified | |

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| | | <p>calendar year, as provided.</p> <ul style="list-style-type: none"> • The bill would require the state board, on or before January 1, 2030, to review, and update as necessary, these deadlines to evaluate trends in scope 3 emissions reporting and to consider changes to the deadlines, as provided. | |
| <p>SB 261 Stern D</p> <p>Greenhouse gases: climate-related financial risk.</p> | <p>5/22/2023-S. THIRD READING 5/22/2023-Read second time. Ordered to third reading.</p> | <p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with the act. The act requires the state board to make available, and update at least annually, on its internet website the emissions of greenhouse gases, criteria pollutants, and toxic air contaminants for each facility that reports to the state board, as provided.</p> <ul style="list-style-type: none"> • This bill would require, on or before December 31, 2024, and annually thereafter, a covered entity, as defined, to prepare a climate-related financial risk report disclosing the entity’s climate-related financial risk and measures adopted to reduce and adapt to climate-related financial risk. • The bill would require the covered entity to make available to the public on its own internet website, a copy of the report and to submit to the Secretary of State a statement affirming, not under penalty of perjury, that the report discloses climate-related financial risk. | |
| <p>SB 270 Wiener D</p> | <p>5/19/2023-S. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if</p> | |

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| California Environmental Quality Act: university housing development projects: exemption. | 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2023)(May be acted upon Jan 2024) | <p>revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <ul style="list-style-type: none"> • This bill would revise the exemption for a university housing development project to require each building within the project to be certified as LEED gold with a point total of 79 or better. Because the bill would result in additional university housing development projects being exempt from CEQA, thereby increasing the duties of the county clerk, this bill would impose a state-mandated local program. | |
| <p>SB 295 Dodd D</p> <p>Vehicles: regulations on public property.</p> | <p>5/15/2023-A. DESK 5/15/2023-Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.</p> | <p>Current law authorizes a public agency to adopt rules or regulations to restrict, or specify the conditions for, the use of bicycles, motorized bicycles, electric bicycles, skateboards, electrically motorized boards, and roller skates on public property under the jurisdiction of that agency, as specified.</p> <ul style="list-style-type: none"> • This bill would additionally include certain transportation devices for the purposes of this provision, including, among other things, scooters, pocket bicycles, and golf carts, as specified. | |
| <p>SB 301 Portantino D</p> <p>Vehicular air pollution: Zero-Emission Aftermarket Conversion Project.</p> | <p>5/22/2023-S. THIRD READING 5/22/2023-Read second time. Ordered to third reading.</p> | <p>Would require the State Air Resources Board to establish the Zero-Emission Aftermarket Conversion Project (ZACP) by allocating no less than a total of \$2,000,000 annually from the Clean Vehicle Rebate Project or any other clean vehicle rebate program, as described, or other state or federal funding sources to provide an applicant who is a California resident with a rebate for an eligible vehicle that has been converted into a zero-emission vehicle. The rebate issued pursuant to the ZACP</p> | |

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| | | <p>would be limited to one per vehicle and a value of up to \$4,000.</p> <ul style="list-style-type: none"> • The bill would also require the state board to establish guidelines for the ZACP, as specified, and minimum eligibility criteria for an applicant to be eligible for the rebate. • The bill would require that if any of the moneys allocated from the Air Quality Improvement Program for a fiscal year for this purpose are not expended by the end of the subsequent fiscal year, those moneys may be retained for the ZACP, repaid to the program they were transferred from, or made available for other zero-emission vehicle rebate programs. | |
| <p>SB 314 Ashby D</p> <p>County of Sacramento Redistricting Commission.</p> | <p>5/22/2023-A. DESK 5/23/2023-In Assembly. Read first time. Held at Desk.</p> | <p>Would establish the Citizens Redistricting Commission in the County of Sacramento, which would be charged with adjusting the boundary lines of the districts of the Board of Supervisors of the County of Sacramento. The commission would consist of 14 members who meet specified qualifications.</p> <ul style="list-style-type: none"> • This bill would require the commission to adjust the boundaries of the supervisorial districts in accordance with specified criteria and adopt a redistricting plan in accordance with existing deadlines for the adoption of county supervisorial district boundaries. By increasing the duties on local officials, the bill would impose a state-mandated local program. | |
| <p>SB 381 Min D</p> <p>Electric bicycles: study.</p> | <p>5/4/2023-A. TRANS. 5/4/2023-Referred to Com. on TRANS.</p> | <p>Would require the Mineta Transportation Institute at San Jose State University, in consultation with relevant stakeholders, to, on or before January 1, 2026, conduct a study on electric bicycles to inform efforts to improve the safety of users of the transportation system, and to submit a report of the findings</p> | |

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| | | <p>from the study to the Legislature.</p> <ul style="list-style-type: none"> • The bill would require the study to examine, identify, and analyze available information regarding, among other things, data on injuries, crashes, emergency room visits, and deaths related to bicycles and electric bicycles and best practices for policy to promote safe use of electric bicycles. | |
| <p>SB 393 Glazer D</p> <p>California Environmental Quality Act: judicial challenge: identification of contributors: housing development projects.</p> | <p>5/15/2023-A. DESK 5/15/2023-Read third time. Passed. (Ayes 32. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.</p> | <p>The California Environmental Quality Act authorizes specified entities to file and maintain with a court an action or proceeding to attack, review, set aside, void, or annul an act of a public agency on grounds of noncompliance with the requirements of the act.</p> <ul style="list-style-type: none"> • This bill would authorize a defendant, in an action brought pursuant to the act relating to a housing development project, to file a motion requesting the plaintiff or petitioner to identify every person or entity that contributes in excess of \$10,000, as specified, toward the plaintiff's or petitioner's costs of the action. • The bill would authorize a plaintiff or petitioner to request the court's permission to withhold the public disclosure of a person or entity who made a monetary contribution. • The bill also would require the plaintiff or petitioner to use reasonable efforts to identify the actual persons or entities that are the true source of the contributions, to include the exact total amount contributed, and to identify any pecuniary or business interest related to the housing development project of any person or entity that contributes in excess of \$10,000 to the costs of the action, as specified. • The bill would prohibit those disclosures from being | |

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| | | <p>admissible into evidence for any purpose.</p> <ul style="list-style-type: none"> • The bill would provide that a failure to comply with these requirements may be grounds for dismissal of the action by the court. | |
| <p>SB 411 Portantino D</p> <p>Open meetings: teleconferences: neighborhood councils.</p> | <p>5/15/2023-A. DESK 5/15/2023-Read third time. Urgency clause adopted. Passed. (Ayes 30. Noes 5.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.</p> | <p>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.</p> <ul style="list-style-type: none"> • 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 | |

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| | | 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. | |
| SB 415 Durazo D Air quality: rules and regulations: socioeconomic impacts assessment. | 5/19/2023-S. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/1/2023)(May be acted upon Jan 2024) | Would require a local air district, whenever it intends to propose the adoption, amendment, or repeal of a rule or regulation that will significantly affect air quality or emissions limitations, to perform an assessment of the socioeconomic impacts of the proposed action on the rule or regulation on families living within the jurisdiction whose annual income is less than \$100,000. • The bill would change the definition of “socioeconomic impacts” to, among other things, remove from consideration the types of industry and business, other than small business, that is affected, to remove from consideration the impact of the proposed change on the economy of the region affected, and to include the range of probable costs for families living within the jurisdiction with an annual income of less than \$100,000. By creating an income threshold and changing the parameters of a socioeconomic impacts assessment conducted by a local air district, this bill would increase the requirements on local officials, thereby imposing a state-mandated local program. | |
| SB 422 Portantino D California Environmental Quality Act: expedited environmental | 5/24/2023-A. DESK 5/25/2023-In Assembly. Read first time. Held at Desk. | The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a | |

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| review: climate change regulations. | | <p>negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires specified public agencies, including air pollution control districts and air quality management districts, to perform, at the time of adoption of a rule or regulation requiring the installation of pollution control equipment or a performance standard or treatment requirement, an environmental analysis of the reasonably foreseeable methods of compliance.</p> <ul style="list-style-type: none"> • This bill would also require those specified public agencies, at the time of adoption of a rule or regulation requiring the reduction in emissions of greenhouse gases, criteria air pollutants, or toxic air contaminants, to perform an environmental analysis of the reasonably foreseeable methods of compliance. | |
| <p>SB 434 Min D</p> <p>Transit operators: street harassment survey.</p> | <p>5/25/2023-A. DESK 5/25/2023-Read third time. Passed. (Ayes 40. Noes 0.) Ordered to the Assembly.</p> | <p>Would require a transit operator, as defined, upon appropriation of funds by the Legislature, to collect and publish specified survey data for the purpose of informing efforts to improve the safety of riders and reduce street harassment on public transit on or before December 31, 2024.</p> <ul style="list-style-type: none"> • The bill would require a transit operator to conduct outreach activities with subpopulations of riders who are underrepresented in surveys and impacted by street harassment to gain insight into the perspectives of these riders based on | Support |

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| | | <p>their experiences.</p> <ul style="list-style-type: none"> • The bill would authorize a transit operator to collect survey data in multiple languages to reach limited-English-proficient riders impacted by street harassment, as provided. • The bill would require a transit operator to publish and make publicly available on its internet website the survey data collected pursuant to these provisions and promptly notify the Governor and the Legislature of publication of the survey data. • The bill would provide that specified information collected by a transit operator in the 5 years before the effective date of this bill is deemed to be survey data collected by the transit operator for purposes of the bill, and that specified outreach activity conducted by a transit operator in the 5 years before the effective date of this bill is deemed to be outreach activities conducted by the transit operator for purposes of the bill. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. | |
| <p>SB 458 Gonzalez D</p> <p>Public contracts: Local Agency Public Construction Act: reporting and notifications.</p> | <p>4/28/2023-S. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was GOV. & F. on 3/29/2023)(May be acted upon Jan 2024)</p> | <p>The State Contract Act requires the Department of General Services to make available a report on state contracting activity containing specified information.</p> <ul style="list-style-type: none"> • This bill would require a local public entity subject to the Local Agency Public Construction Act, commencing January 1, 2026, to maintain and regularly update a public online database and accompanying data dictionary with prescribed information on the entity’s contracting activity similar to the information required for the State Contract Act report. • The bill would require the State Auditor to review the databases established pursuant to the bill, commencing on an | |

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| | | unspecified date, and biannually thereafter, and make recommendations to the Legislature on further transparency and reporting improvements. | |
| SB 511 Blakespear D Greenhouse gas emissions inventories. | 5/24/2023-A. DESK 5/25/2023-In Assembly. Read first time. Held at Desk. | The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. <ul style="list-style-type: none"> • This bill would require the state board, before January 1, 2028, to develop, and publish on its internet website, a report on greenhouse gas emissions inventories for the calendar year 2025 for each city, county, or city and county that requests inclusion in the report, as provided. • The bill would require the state board, consistent with the preparation of the updates to the scoping plan and before January 1, 2033, and every 5 years thereafter, to update the inventories, for each city, county, or city and county that requests inclusion in the respective update, for the calendar year 2030 and every 5th year thereafter. • The bill would authorize the state board to solicit bids and enter into contracts for the development of the inventories. • The bill would require the state board, before January 1, 2026, to establish a local government advisory committee to inform its development of the greenhouse gas emissions inventories. | |

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| SB 523 Laird D Santa Cruz Metropolitan Transit District. | 5/5/2023-S. 2 YEAR 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/29/2023)(May be acted upon Jan 2024) | Current law authorizes the formation of the Santa Cruz Metropolitan Transit District, with specified powers and duties related to the operation of public transit services serving the County of Santa Cruz. Current law authorizes the board of directors of the district to establish a retirement system for the officers and employees of the district. Current law authorizes the board of directors of the district to create a retirement board, to administer the retirement system, of not more than 5 members, as specified. • This bill would authorize the retirement board to instead have not more than 7 members. | |
| SB 532 Wiener D Ballot measures: local taxes. | 5/22/2023-S. THIRD READING 5/22/2023-Read second time. Ordered to third reading. | Current law requires that the ballots used when voting upon a measure proposed by a local governing body or submitted to the voters as an initiative or referendum measure, including a measure authorizing the issuance of bonds or the incurrence of debt, have printed on them a true and impartial statement describing the purpose of the measure. If the proposed measure imposes a tax or raises the rate of a tax, current law requires the ballot to include in the statement of the measure the amount of money to be raised annually and the rate and duration of the tax to be levied. Current law requires the ballot label contain no more than 75 words. • This bill would exempt from this requirement a measure that imposes or increases a tax with more than one rate or authorizes the issuance of bonds. If the proposed measure imposes or increases a tax with more than one rate, or authorizes the issuance of bonds, this bill would require that the ballot include in the statement of the measure to be voted | |

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| | | on an estimate of the amount of money to be raised annually and the rate and the duration of the tax to be levied. | |
| SB 534 Padilla D Equitable Access to Job Opportunity Pilot Program. | 5/24/2023-A. DESK 5/25/2023-In Assembly. Read first time. Held at Desk. | Would establish the Equitable Access to Job Opportunity Pilot Program, to be operative from January 1, 2025, to January 1, 2026, inclusive, to provide individuals without postsecondary education degrees from rural or low-income communities with financial aid for workforce development training and education to gain employment in key industries. <ul style="list-style-type: none"> • The bill would require the California Workforce Development Board and the Office of Planning and Research to administer the pilot program, including identifying key industries and developing partnerships, pathways, and opportunities to ensure local development of those industries, as specified. • The bill would require the board and the office to work with local stakeholders, including local workforce development boards, in securing job opportunities and building pathways and partnerships, as specified. • The bill would require the board and the office, on or before January 1, 2027, to report to the Legislature on the effectiveness of the program, as specified. • The bill would make the bill’s provisions operative only upon appropriation by the Legislature. • The bill would repeal the bill’s provisions on January 1, 2028. | |

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| <p>SB 537 Becker D</p> <p>Open meetings: multijurisdictional, cross-county agencies: teleconferences.</p> | <p>5/4/2023-S. THIRD READING 5/4/2023-Read second time. Ordered to third reading.</p> | <p>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.</p> <ul style="list-style-type: none"> • This bill would expand the circumstances of “just cause” to apply to the situation in which an immunocompromised child, | |

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| | | parent, grandparent, or other specified relative requires the member to participate remotely. | |
| SB 547 Blakespear D District agricultural associations: real property: affordable housing. | 5/25/2023-A. H. & C.D. 5/25/2023-Re-referred to Coms. on H. & C.D. and AGRI. pursuant to Assembly Rule 96. | Current law provides for the establishment of district agricultural associations and authorizes a district agricultural association to engage in various activities, including to purchase, acquire, hold, sell, exchange, or convey any interest in real property with the approval of the Department of General Services. • This bill would specify that the construction and maintenance of affordable housing, as defined, is included in that provision. | |
| SB 555 Wahab D Stable Affordable Housing Act of 2023. | 5/23/2023-S. THIRD READING 5/23/2023-Read second time. Ordered to third reading. | Current law establishes the Department of Housing and Community Development and sets forth its powers and duties. Current law establishes various programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, homeownership for very low and low-income households, and downpayment assistance for first-time homebuyers. • This bill , the Stable Affordable Housing Act of 2023, would declare a 10-year goal of creating 1.2 million units of social housing through a mix of acquisition and new production and a 5-year goal of creating 600,000 units of social housing through a mix of acquisition and new production, of which no less than 200,000 units are affordable to extremely low and very low income households, as defined. | |
| SB 563 Archuleta D | 5/19/2023-S. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule | Current law provides for the establishment of air pollution control districts and air quality management districts. Current | |

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| Air pollution control districts and air quality management districts: dependent and independent special districts: funding. | 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2023)(May be acted upon Jan 2024) | law declares a district a body corporate and politic and a public agency of the state, and prescribes the general powers and duties of a district. Current law authorizes a district to receive funding from specified sources, including, but not limited to, grants, permit fees, and penalties. Current law also defines dependent special districts and independent special districts for purposes of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. <ul style="list-style-type: none"> • This bill would designate a district as a special district for purposes of receiving state funds or funds disbursed by the state, including federal funds. | |
| SB 574 Wahab D Public agencies: project labor agreements. | 4/28/2023-S. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was G.O. on 3/29/2023)(May be acted upon Jan 2024) | Would permit a state agency to undertake a major state construction project only if that project is governed by a project labor agreement and if that project labor agreement includes community benefit goals, as specified, and would define various terms for these purposes. <ul style="list-style-type: none"> • The bill would authorize the Governor to waive this requirement if the state agency has attempted to comply with this requirement and the Governor makes a written determination that the application of this requirement would be impracticable. • The bill would require the Department of General Services, commencing January 1, 2029, to report to the Legislature about the use of project labor agreements, the advancement of community benefit goals, and apprenticeships, as specified. • The bill would also make a related statement of legislative findings and declarations. | |

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| SB 580 Bradford D Schoolbuses: stop signal arm enforcement system. | 4/28/2023-S. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/22/2023)(May be acted upon Jan 2024) | Current law requires the driver of any vehicle, upon meeting or overtaking any schoolbus equipped with required signs that is stopped for the purpose of loading or unloading any schoolchildren and displaying a flashing red light signal and stop signal arm, if equipped with a stop signal arm, to bring the vehicle to a stop immediately before passing the schoolbus and to not proceed past the schoolbus until the flashing red light signal and stop signal arm cease operation. A violation of these provisions is a crime. Under current law, a driver is not required to stop if they are on the other roadway of a divided or multiple-lane highway, as defined. <ul style="list-style-type: none"> • This bill would require a driver to stop on a divided highway, unless there is an elevated barrier or the median is unpaved, and would instead punish a violation of the prohibition with a civil penalty. | |
| SB 614 Blakespear D Transportation Development Act. | 2/15/2023-S. RLS. 2/22/2023-Referred to Com. on RLS. | 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. <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to the legislative findings and declarations of the act. | |
| SB 616 Gonzalez D Sick days: paid sick days accrual and use: unpaid sick leave for railroad employees. | 5/18/2023-S. THIRD READING 5/18/2023-From committee: Do pass. (Ayes 5. Noes 2.) (May 18). Read second time. Ordered to third reading. | The Healthy Workplaces, Healthy Families Act of 2014 establishes requirements relating to paid sick days and paid sick leave, as described. The act excludes specified employees from its provisions, including an employee covered by a valid collective bargaining agreement, as described (CBA employees). <ul style="list-style-type: none"> • This bill would exclude railroad carrier employers and their | |

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| | | employees from the act’s provisions, and would instead require these railroad employers to allow their railroad employees to take at least 7 days of unpaid sick leave annually. | |
| SB 617 Newman D Public contracts: progressive design-build: local and regional agencies. | 5/11/2023-A. L. GOV. 5/11/2023-Referred to Com. on L. GOV. | 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. 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. • This bill would additionally 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. | |
| SB 618 Rubio D Child support: enforcement. | 5/19/2023-S. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2023)(May be acted upon Jan 2024) | Current law requires, as a condition of eligibility for benefits under certain public assistance programs, including the CalWORKs and Medi-Cal programs, that applicants or recipients assign to the county any rights they may have to child support, as specified. Current law delegates to the Department of Child Support Services and local child support | |

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| | | <p>agencies the responsibility for collecting and enforcing child support obligations, including child support delinquencies, as defined.</p> <ul style="list-style-type: none"> • This bill would prohibit the department or a local child support agency from collecting interest that has accrued on child support owed or assigned to the state or the county. | |
| <p>SB 638 Eggman D</p> <p>Climate Resiliency and Flood Protection Bond Act of 2024.</p> | <p>5/22/2023-S. THIRD READING 5/22/2023-Read second time. Ordered to third reading.</p> | <p>Would enact the Climate Resiliency and Flood Protection Bond Act of 2024 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$6,000,000,000 pursuant to the State General Obligation Bond Law, for flood protection and climate resiliency projects.</p> | |
| <p>SB 660 Alvarado-Gil D</p> <p>Public employees' retirement systems: California Public Retirement System Agency Cost and Liability Panel.</p> | <p>5/19/2023-S. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/1/2023)(May be acted upon Jan 2024)</p> | <p>Would establish the California Public Retirement System Agency Cost and Liability Panel, located in the Controller's office, with members as defined.</p> <ul style="list-style-type: none"> • The bill would assign responsibilities to the panel related to retirement benefit costs, including determining how costs and unfunded liability are apportioned to a public agency when a member changes employers within the same public retirement system or when a member concurrently retires with 2 or more retirement systems that have entered into reciprocity agreements. • The bill would require the panel to meet no later than March 31, 2024, and quarterly beginning on April 1, 2024, and to submit a report to the Legislature, no later than December 31, 2024, providing information regarding the financial impact a public agency assumes when an employee transfers to another public agency within the same retirement system or when an | |

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| | | employee transfers to a public agency in a reciprocal retirement system and concurrently retires under 2 or more systems. | |
| SB 663 Archuleta D California Renewables Portfolio Standard Program: renewable hydrogen. | 5/22/2023-S. THIRD READING 5/22/2023-Read second time. Ordered to third reading. | Current law establishes the California Renewables Portfolio Standard Program, which requires the Public Utilities Commission to implement annual procurement targets for the procurement of eligible renewable energy resources, which is defined as an electrical generating facility that meets the definition of “renewable electrical generation facility” subject to certain conditions, for all retail sellers, as defined, and requires local publicly owned electric utilities to adopt and implement a renewable energy resources procurement plan to achieve the targets and goals of the program. • This bill would include a facility that uses renewable hydrogen, as defined, meeting certain requirements, including a requirement that sellers and purchasers of renewable hydrogen comply with a system for tracking and verifying the use of renewable hydrogen, as a renewable electrical generation facility for purposes of the California Renewables Portfolio Standard Program. | |
| SB 670 Allen D State Air Resources Board: vehicle miles traveled: maps. | 5/19/2023-S. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2023)(May be acted upon Jan 2024) | Current law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Current law imposes various requirements related to transportation planning, including a requirement that certain transportation planning agencies prepare and adopt regional | |

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| | | <p>transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires each regional transportation plan to include, among other things, a sustainable communities strategy prepared by each metropolitan planning organization, as specified, which is designed to achieve certain targets for 2020 and 2035 established by the state board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region.</p> <ul style="list-style-type: none"> • This bill would require the state board, in consultation with the Office of Planning and Research and the Department of Transportation, to develop a methodology for assessing and spatially representing light-duty vehicle miles traveled and to develop maps accordingly to display average light-duty vehicle miles traveled per capita in the state at the local, regional, and statewide level, as provided. • The bill would require the state board to adopt the methodology no later than January 1, 2025, and to publish the maps no later than 6 months after the methodology is adopted. • The bill would require the state board to update the methodology and maps at least once every 4 years. | |
| <p>SB 672 McGuire D</p> <p>State highways: parklets.</p> | <p>5/25/2023-A. DESK 5/25/2023-Read third time. Passed. (Ayes 40. Noes 0.) Ordered to the Assembly.</p> | <p>Would require the Department of Transportation to establish a standard fee structure for the application and placement of a parklet on a state highway, as specified.</p> <ul style="list-style-type: none"> • The bill would prohibit the department from charging an encroachment permit fee for the application and placement of a parklet on a state highway. • The bill would require the department to consider an encroachment permit application for commercial use. | |

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| | | <ul style="list-style-type: none"> • The bill would require the department to comply with applicable state and federal law in establishing the standard fee structure, authorize the department to adjust the fee schedule to comply with applicable state and federal law, and require the department to report to the Legislature if it adjusts the fee schedule to comply with applicable state or federal law, as provided. | |
| <p>SB 677 Blakespear D</p> <p>Intercity rail: LOSSAN Rail Corridor.</p> | <p>5/18/2023-A. TRANS. 5/18/2023-Referred to Com. on TRANS.</p> | <p>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.</p> <ul style="list-style-type: none"> • 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 | |

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| | | 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 693 Seyarto R Exempt surplus land: City of Murrieta. | 5/5/2023-S. 2 YEAR 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was GOV. & F. on 3/1/2023)(May be acted upon Jan 2024) | Current law prescribes requirements for the disposal of surplus land, as defined, by a local agency, as defined. Current law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures. Current law requires any local agency disposing of surplus land to send, prior to disposing of that property or participating in negotiations to dispose of that property with a prospective transferee, a written notice of availability of the property pursuant to prescribed procedures. <ul style="list-style-type: none"> • This bill would exempt specified parcels located within the City of Murrieta from the Surplus Land Act. • This bill contains other related provisions. | |
| SB 695 Gonzalez D Department of Transportation: state highway system: public data portal. | 5/22/2023-S. THIRD READING 5/22/2023-Read second time. Ordered to third reading. | Would require the Department of Transportation, 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. <ul style="list-style-type: none"> • 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. | |

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| | | <ul style="list-style-type: none"> • 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 700 Bradford D Employment discrimination: cannabis use. | 5/18/2023-S. THIRD READING 5/18/2023-From committee: Do pass. (Ayes 5. Noes 2.) (May 18). Read second time. Ordered to third reading. | Would make it unlawful for an employer to request information from an applicant for employment relating to the applicant’s prior use of cannabis, as specified. | |
| SB 706 Caballero D Public contracts: progressive design-build: local agencies. | 5/4/2023-A. L. GOV. 5/4/2023-Referred to Com. on L. GOV. | 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. Current law requires a local agency that uses the progressive design-build process to submit, no later than January 1, 2028, to the appropriate policy and fiscal committees of the Legislature a report on the use of the progressive design-build process containing specified information, including a description of the projects awarded using the progressive design-build process. Current law requires the design-build entity and its general partners or joint venture members to verify specified information under penalty | |

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| | | <p>of perjury.</p> <ul style="list-style-type: none"> • This bill would authorize all cities, counties, city and counties, or special districts to use the progressive design-build process for other projects in addition to water-related projects and would extend these provisions until January 1, 2030. • The bill would change the required reporting date to no later than December 31, 2028. | |
| <p>SB 710 Durazo D</p> <p>Sale of excess state highway property: State Highway Route 710 Terminus.</p> | <p>5/22/2023-S. THIRD READING 5/22/2023-Read second time. Ordered to third reading.</p> | <p>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.</p> <ul style="list-style-type: none"> • This bill would require the department to establish and administer a Terminus Regional Planning Committee, 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. | |
| <p>SB 721 Becker D</p> <p>California Interagency AI Working Group.</p> | <p>5/24/2023-A. DESK 5/25/2023-In Assembly. Read first time. Held at Desk.</p> | <p>Would, until January 1, 2030, create the California Interagency AI Working Group to deliver a report to the Legislature, as prescribed, regarding artificial intelligence.</p> <ul style="list-style-type: none"> • The bill would require the working group members to be Californians with expertise in at least 2 of certain areas, | |

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| | | <p>including computer science, artificial intelligence, and data privacy.</p> <ul style="list-style-type: none"> • The bill would require the report to the Legislature to include, among other things, a recommendation of a definition of artificial intelligence as it pertains to its use in technology for use in legislation. | |
| <p>SB 723 Durazo D</p> <p>Employment: rehiring and retention: displaced workers.</p> | <p>5/22/2023-A. DESK 5/23/2023-In Assembly. Read first time. Held at Desk.</p> | <p>Current law, until December 31, 2024, requires an employer, as defined, to offer its laid-off employees specified information about job positions that become available for which the laid-off employees are qualified, and to offer positions to those laid-off employees based on a preference system, in accordance with specified timelines and procedures. Current law, until December 31, 2024, also prohibits an employer from refusing to employ, terminating, reducing compensation, or taking other adverse action against a laid-off employee for seeking to enforce their rights under these provisions. These provisions are enforced by the Division of Labor Standards Enforcement, as prescribed. Current law defines the term “laid-off employee” to mean any employee who was employed by the employer for 6 months or more in the 12 months preceding January 1, 2020, and whose most recent separation from active service was due to a reason related to the COVID-19 pandemic, including a public health directive, government shutdown order, lack of business, a reduction in force, or other economic, nondisciplinary reason related to the COVID-19 pandemic.</p> <ul style="list-style-type: none"> • This bill would redefine “laid-off employee” to mean any employee who was employed by the employer for 6 months or | |

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| | | more and whose most recent separation from active employment by the employer occurred on or after March 4, 2020, and was a result of a public health directive, government shutdown order, lack of business, reduction in force, or other economic nondisciplinary reason. | |
| SB 724 Glazer D Political Reform Act of 1974: communications. | 5/24/2023-A. DESK 5/25/2023-In Assembly. Read first time. Held at Desk. | The Political Reform Act of 1974, among other things, requires the disclosure of certain payments of or promises to pay \$50,000 or more for a communication that clearly identifies a candidate for elective state office, but does not expressly advocate the election or defeat of the candidate, and that is disseminated, broadcast, or otherwise published within 45 days of an election, as specified. The Act also requires disclosure by any person who receives or is promised a payment totaling \$5,000 or more for the purpose of making such a communication, unless the person who receives the payment is in the business of providing goods or services and receives or is promised the payment for the purpose of providing those goods or services. • This bill would also require the disclosure of any payment of or promise to pay \$25,000 or more for a communication that clearly identifies an elective state officer, with the intent to influence the officer or public opinion, and that is disseminated, broadcast, or otherwise published within 150 days of an election, as specified. | |
| SB 731 Ashby D | 5/25/2023-A. DESK 5/25/2023-Read third time. Passed. (Ayes 40. Noes 0.) Ordered to the Assembly. | The California Fair Employment and Housing Act (FEHA) makes it an unlawful practice for an employer or other entity to fail to make reasonable accommodation for the known physical | |

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| Employment discrimination: unlawful practices: work from home: disability. | | <p>or mental disability of an applicant or employee. FEHA further makes it an unlawful practice for an employer or other entity to fail to engage in a timely, good faith, interactive process with the employee or applicant to determine effective reasonable accommodations, if any, in response to a request for reasonable accommodation by an employee or applicant with a known physical or mental disability or known medical condition.</p> <ul style="list-style-type: none"> • This bill would make it an unlawful employment practice for an employer to fail to provide an employee who is working from home pursuant to an agreement with, or policy of, the employer with at least 30 days' advance notice before requiring that employee to return to work in person. • The bill would require that notice to include, at a minimum, prescribed text with information about the rights of an employee to reasonable accommodation for a disability. | |
| SB 742 Atkins D Housing: homelessness programs: report. | 4/28/2023-S. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was HUM. S. on 3/1/2023)(May be acted upon Jan 2024) | <p>Current establishes various programs to provide rental assistance to help eligible households, including, among others, the state rental assistance program. On or before December 30, 2024, and annually thereafter, this bill would require an agency that funds, implements, or administers a program that provides housing or housing-based services to persons experiencing homelessness or at risk of homelessness, including rental assistance programs, to provide prescribed information to specified committees of the Legislature.</p> <ul style="list-style-type: none"> • This bill would authorize an agency to request a city, county, or city and county to provide specified information to that agency if the city, county, or city and county has received state | |

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| | | funds from the agency to fund, implement, or administer the program, as defined. | |
| SB 746 Eggman D Energy conservation contracts: alternate energy equipment: hydrogen. | 5/22/2023-A. DESK 5/23/2023-In Assembly. Read first time. Held at Desk. | Under current law, a public agency, as defined, may enter into specified energy conservation contracts, including into contracts for the sale of electricity, electrical generating capacity, or thermal energy produced by the energy conservation facility at such rates and on such terms as are approved by its governing body. Current law defines “energy conservation facility” as alternate energy equipment, cogeneration equipment, or conservation measures located in public buildings or on land owned by public agencies. Current law defines “alternate energy equipment” as equipment for the production or conversion of energy from alternate sources as its primary fuel source, such as solar, biomass, wind, geothermal, hydroelectricity under 30 megawatts, remote natural gas of less than one billion cubic feet estimated reserves per mile from an existing gas gathering line, natural gas containing 850 or fewer British thermal units per standard cubic foot, or any other source of energy, the efficient use of which will reduce the use of fossil or nuclear fuels. Existing law also defines “public agency” to mean the state, a county, city and county, city, district, and other specified entities. <ul style="list-style-type: none"> • This bill would add hydrogen to the list of examples of primary fuel sources under the definition of “alternate energy equipment.” • The bill also would revise the definition of “public agency” to include a transit district. | |

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| <p>SB 747 Caballero D</p> <p>Land use: economic development: surplus land.</p> | <p>5/22/2023-S. THIRD READING 5/22/2023-Read second time. Ordered to third reading.</p> | <p>Current law authorizes a city, county, or city and county, with the approval of its legislative body by resolution after a public hearing, to acquire, sell, or lease property in furtherance of the creation of an economic opportunity, as defined. Current law specifies the Legislature’s intent regarding those provisions.</p> <ul style="list-style-type: none"> • This bill 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. | |
| <p>SB 757 Archuleta D</p> <p>Railroads: contract crew transportation vehicles.</p> | <p>5/18/2023-S. THIRD READING 5/18/2023-From committee: Do pass. (Ayes 5. Noes 2.) (May 18). Read second time. Ordered to third reading.</p> | <p>The Passenger Charter-party Carriers’ Act, with certain exceptions, requires a charter-party carrier of passengers that engages in transportation services subject to regulation by the Public Utilities Commission to obtain a specified certificate or permit, as appropriate, from the commission, subject to various requirements. Current law requires specialized carriers that do not hold themselves out to serve the general public, but only provide service under contract for industrial and business firms, and other specified entities, to obtain a “Z” permit. A violation of the act is a crime.</p> <ul style="list-style-type: none"> • This bill would define the term “contract crew transportation vehicle” as a motor vehicle primarily used by third parties under contract with a railroad corporation to transport railroad crews, as specified. • The bill would prohibit the operation of a contract crew transportation vehicle without a “Z” permit. | |

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| | | <ul style="list-style-type: none"> • The bill would specify insurance requirements for operating a contract crew transportation vehicle. • The bill would exempt specified carpools and employee operated vehicles from the bill’s provisions. | |
| <p>SB 768 Caballero D</p> <p>California Environmental Quality Act: vehicle miles traveled: statement of overriding consideration.</p> | <p>4/28/2023-S. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/29/2023)(May be acted upon Jan 2024)</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA prohibits a public agency from approving or carrying out a project for which a certified EIR has identified one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency finds either (1) changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment, (2) those changes or alterations are within the jurisdiction of another public agency and have been, or can and should be, adopted by the other agency, or (3) specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the EIR and the public agency finds that those specific considerations outweigh the significant effects on the environment, commonly known as a statement of overriding consideration.</p> <ul style="list-style-type: none"> • This bill would provide that a public agency, in approving or carrying out a housing development project, as defined, a commercial project, or an industrial project, is not required to | |

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| | | issue a statement of overriding consideration for significant effects on the environment identified by a project’s vehicle miles traveled or similar metrics if the lead agency has imposed all feasible mitigation measures on the project and it finds no feasible alternatives to the project.. | |
| SB 790 Padilla D Public records: contracts for goods and services. | 5/11/2023-A. JUD. 5/11/2023-Referred to Com. on JUD. | The California Public Records Act requires public records to be open to inspection at all times during the office hours of the state or local agency that retains those records, and provides that every person has a right to inspect any public record, except as provided. The act requires state and local agencies to make public records available upon receipt of a request for a copy that reasonably describes an identifiable record not otherwise exempt from disclosure, and upon payment of fees to cover costs. • This bill would provide that any executed contract for the purchase of goods or services by a state or local agency, including the price and terms of payment, is a public record subject to disclosure under the act. | |
| SB 795 Stern D Energy: building energy efficiency: heating, ventilation, and air-conditioning equipment sale registry and compliance tracking system: electronic | 5/18/2023-S. THIRD READING 5/18/2023-From committee: Do pass. (Ayes 5. Noes 2.) (May 18). Read second time. Ordered to third reading. | Current law requires the State Energy Resources Conservation and Development Commission to prescribe, by regulation, building design and construction standards and energy and water conservation design standards for new residential and nonresidential buildings. Current law requires the commission to prescribe, by regulation, standards for minimum levels of operating efficiency to promote the use of energy-efficient and water-efficient appliances whose use requires a significant amount of energy or water on a statewide basis. Current law | |

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| statewide compliance documentation data repository. | | <p>requires the commission to approve a plan that will promote compliance with specified regulations in the installation of central air-conditioning and heat pumps and authorizes the commission to adopt regulations to increase compliance with permitting and inspection requirements for central air-conditioning and heat pumps, and associated sales and installations, consistent with that plan.</p> <ul style="list-style-type: none"> • This bill would require the commission to develop and implement an electronic statewide heating, ventilation, and air-conditioning (HVAC) equipment sales registry and compliance tracking system to allow the Contractors State License Board and other responsible enforcement agencies to cross-check the purchase of HVAC equipment with the submittal of permit compliance verification documents in order to identify contractors and other installers that fail to comply with the law. | |
| <p>SB 823 Smallwood-Cuevas D</p> <p>Discounted electric vehicle charging payment card competitive grant program.</p> | <p>5/19/2023-S. 2 YEAR 5/19/2023-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2023)(May be acted upon Jan 2024)</p> | <p>Would, upon appropriation by the Legislature, require the Energy Commission, in consultation with the Public Utilities Commission, State Air Resources Board, and California Integrated Travel Project, to establish a competitive grant program to award moneys for projects that provide an eligible resident, as specified, with a payment card that may be used at any publicly available electric vehicle charging station, as specified.</p> <ul style="list-style-type: none"> • The bill would require the Energy Commission to prioritize projects with the greatest potential to provide payment cards to individuals enrolled in a low-income residential customer electrical rate assistance program and to establish criteria for | |

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| | | awarding a grant pursuant to the program, as specified. <ul style="list-style-type: none"> • The bill would authorize the Energy Commission to select an administrator to oversee the program and to adopt, and revise, guidelines or other standards for the program. • The bill would require the Energy Commission, on or before 15 months after the program is established, and annually thereafter, to prepare and submit to the Governor and Legislature a report that includes specified information relating to the program. | |
| SB 825 Limón D Local government: public broadband services. | 5/4/2023-A. L. GOV. 5/4/2023-Referred to Com. on L. GOV. | 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 827 Glazer D San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General. | 4/28/2023-S. 2 YEAR 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/1/2023)(May be acted upon Jan 2024) | Would provide that the BART Inspector General is vested with the full authority to exercise all responsibility for maintaining a full scope, independent, and objective audit and investigation program. <ul style="list-style-type: none"> • The bill would provide the office with access and authority to examine all records, files, documents, accounts, reports, correspondence, or other property of the district and external entities that perform work for the district. • The bill would provide that all books, papers, records, and correspondence of the office are public records subject to the California Public Records Act, but would prohibit the BART Inspector General from releasing certain types of records to the public, except under certain circumstances. | |

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| | | <ul style="list-style-type: none"> • The bill would also make it a crime to engage in specified activities with regard to an audit, evaluation, investigation, or review conducted pursuant to these provisions, as specified. Because the bill would create a new crime, the bill would impose a state-mandated local program. | |
| SB 867 Allen D Drought, Flood, and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, Park Creation and Outdoor Access, and Clean Energy Bond Act of 2024. | 5/22/2023-S. THIRD READING 5/22/2023-Read second time. Ordered to third reading. | Would enact the Drought, Flood, and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, Park Creation and Outdoor Access, and Clean Energy Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$15,500,000,000 pursuant to the State General Obligation Bond Law to finance projects for drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate smart agriculture, park creation and outdoor access, and clean energy programs. | |

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FEDERAL LEGISLATION

| BILL/AUTHOR | DESCRIPTION | STATUS |
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| H.R. 3746 | <p>FISCAL RESPONSIBILITY ACT OF 2023</p> <p>Suspends debt limit until January 2025, funds discretionary programs at the same levels as FY 23, and rescinds some unspent COVID relief funds.</p> | As of 5/31/23, is being considered for a vote in the House, and then the Senate. |
| <p>H.R. 2848 Rep. Ayanna Pressley (D - MA)</p> | <p>FREEDOM TO MOVE ACT</p> <p>A bill to direct the Secretary of Transportation to carry out a grant program to support efforts to provide fare-free transit service, and for other purposes.</p> | <p>4/25/23 – Re-introduced in the House</p> <p>4/15/21 – Re-introduced in the House and Senate</p> <p>8/27/20 - Board adopts a support position</p> |
| H. R. 2617 | <p>OMNIBUS SPENDING BILL FEDERAL FISCAL YEAR 2023</p> <p>H.R. 2617 – which was signed into law by President Biden late last year - is a \$1.7 trillion omnibus spending package that funds the Federal Government for the balance of Federal Fiscal Year 2023 (September 30, 2023). The massive spending bill includes robust funding for the U.S. Department of Transportation and provides funding for transportation earmarks</p> | <p>12/29/2022 – Signed into law by President Biden</p> <p>12/23/2022 – Adopted by the House</p> <p>12/22/2022 – Adopted by the Senate</p> |

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| | <p>which were reintroduced by Congress several years ago. Importantly for our agency, the bill includes full funding for several federal transportation programs - consistent with the Bipartisan Infrastructure Law signed by President Biden in November of 2021. The bill includes over \$4 billion for the Capital Investment Grant Program (including advanced appropriations), which will allow the Federal Transit Administration to fund our projects with Full Funding Grant Agreements. With respect to earmarks, the bill includes \$10 million for the West Santa Ana Branch Transit Corridor Project, \$5 million for the Pasadena to North Hollywood BRT Project, \$4 million for the Rail to River Project, \$2.5 million for the SEED School/Transit Plaza, and \$2 million for the Vermont Transit Corridor Project.</p> | |
| <p>HR 4346</p> | <p>CHIPS AND SCIENCE ACT The bill includes billions of dollars in new spending to increase domestic production of semiconductor chips and boost economic competitiveness in other industries through investments in manufacturing, research and development, and workforce development. Included in this legislation are two provisions that can support Metro’s Center for Transportation Excellence initiative, which in partnership with the County of Los Angeles aims to establish a rail rolling stock manufacturing center in Los Angeles County. Specifically, the bill provides \$10 billion over five years to create 20 regional technology and innovation hubs around the United States. It also greatly expands the Manufacturing USA program which will allow for the establishment of new Manufacturing USA Institutes around the country.</p> | <p>08/09/2022 - Became Public Law No: 117-167</p> |

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| HR 5376 Rep. John Yarmuth (D- KY) | BUILD BACK BETTER ACT This bill provides funding, establishes programs, and otherwise modifies provisions relating to a broad array of areas, including education, labor, child care, health care, taxes, immigration, and the environment. | 11/19/21 – Passed the House Awaits action in the Senate |
| S. 1931 Sen. Tom Carper (D- DE) | THE SURFACE TRANSPORTATION REAUTHORIZATION ACT OF 2021 Sets baseline funding level at a historic high of \$303.5 billion for Department of Transportation programs for highways, roads, and bridges. | 5/26/21 – adopted by the Senate Committee on Environment and Public Works (EPW) 08/10/21 - The EPW-passed reauthorization bill was incorporated into Infrastructure Investment and Jobs Act (H.R. 3684, as amended), and passed out of the U.S. Senate. 11/15/21 – Bill signed into law as part of the Infrastructure Investment and Jobs Act |

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| <p>H.R. 5228 / S. 2726</p> <p>Rep. Henry “Hank” C. Johnson, Jr. (D-GA) and Senator Jon Ossoff (D-GA)</p> | <p>PUBLIC TRANSPORTATION EXPANSION ACT</p> <p>The <i>Public Transportation Expansion Act</i> would create a Federal grant program to fund public transportation expansion to serve low-income communities and connect affordable housing with transit networks, including through the provision of fareless or reduced-fare service.</p> <p>The bill would also, for the first time in decades, allow large transit operators to use federal funds for operating expenses.</p> | <p>9/10/21 – Bill introduced and referred to Transportation and Infrastructure and Financial Services Committees in the House; referred to Committee on Banking, Housing, and Urban Affairs in the Senate</p> |
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| <p>H. R. 3684</p> <p>Rep. Peter DeFazio (D-OR)</p> | <p>INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION (INVEST) IN AMERICA ACT</p> <p>The “INVEST in America Act” makes a total of \$495.4 billion in funding authorizations over five fiscal years (2021 to 2025), of which \$412.2 billion is contract authority from the Highway Trust Fund and \$83.0 billion is authorization for subsequent appropriations from the general fund. This total is an increase of over 60% above the current surface transportation bill. The bill also includes a number of policy priorities that Metro has advocated for including Local Hire, Projects of National and Regional Significance, New Starts, and workforce development.</p> | <p>7/1/21 – Passed the House 8/10/21 – Passed the Senate with substitute amendment language referred to as the Bipartisan Infrastructure Framework – short title changed to “Infrastructure Investment and Jobs Act”. 11/15/21 – Reauthorization legislation signed into law</p> |
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| | | 6/25/20 - Board adopts a Support position |
| H.R. 4550 Rep. David Price (D – NC) | TRANSPORTATION, HOUSING, AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2022 This bill provides FY2022 appropriations to the Department of Transportation (DOT), the Department of Housing and Urban Development (HUD), and several related agencies. | 03/15/22 – Became law as part of the H.R. 2471, the Consolidated Appropriations Act of 2022 |

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