

Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
May 2024
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>7/14/2023-S. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/14/2023)(May be acted upon Jan 2024)</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>9/14/2023-S. 2 YEAR 9/14/2023-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2023)(May be acted upon Jan 2024)</p>	<p>The Transportation Agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. On and after January 1, 2025, and to the extent applicable, feasible, and cost effective, this bill would require the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified goals into program funding guidelines and processes.</p>	
<p>AB 45 Boerner D</p> <p>Coastal resources: coastal development permits: blue carbon demonstration projects.</p>	<p>9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/14/2023)(May be acted upon Jan 2024)</p>	<p>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.</p> <ul style="list-style-type: none"> • 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 	

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		inform the state’s natural and working lands and climate resilience strategies.	
AB 67 Muratsuchi D Homeless Courts Pilot Program.	9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/28/2023)(May be acted upon Jan 2024)	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. <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 duration of the program, and a dedicated representative to assist defendants with housing needs. • 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. 	
AB 86 Jones-Sawyer D Homelessness: Statewide Homelessness Coordinator.	9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE	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. <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 	

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	FILE on 8/14/2023)(May be acted upon Jan 2024)	<p>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.</p> <ul style="list-style-type: none"> • The bill would authorize the coordinator to adjust state goals to the extent allowed by state law. 	
<p>AB 99 Connolly D</p> <p>Department of Transportation: state roads and highways: integrated pest management.</p>	<p>9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/14/2023)(May be acted upon Jan 2024)</p>	<p>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 roadside vegetation management.</p> <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. • The bill would require the Department of Transportation, when operating in a city or a county that has adopted an integrated pest management policy that is more restrictive than the statewide policy, to the extent feasible, to operate in a manner consistent with the city’s or county’s integrated pest management policy, as specified. • 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 	

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		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.	
AB 101 Ting D Budget Act of 2023.	8/14/2023-S. BUDGET & F.R. 8/14/2023-Re-referred to Com. on B. & F.R.	<ul style="list-style-type: none"> • This bill would make appropriations for the support of state government for the 2023–24 fiscal year. • This bill contains other related provisions. 	
AB 270 Lee D Political Reform Act of 1974: public campaign financing.	7/14/2023-S. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last location was E. & C.A. on 6/14/2023)(May be acted upon Jan 2024)	<p>The Political Reform Act of 1974 prohibits a public officer from expending, and a candidate from accepting, public moneys for the purpose of seeking elective office.</p> <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 295 Lowenthal D Residential real property: foreclosure.	4/2/2024-S. RLS. 4/25/2024-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time,	<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.</p> <ul style="list-style-type: none"> • This bill would prohibit a person from contacting, soliciting, or initiating communication with an owner to claim the surplus funds 	

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	amended, and re-referred to Com. on RLS.	from a foreclosure sale of the owner’s residence before 90 days after the trustee’s deed has been required.	
AB 377 Muratsuchi D Career technical education: California Career Technical Education Incentive Grant Program: Strong Workforce Program.	9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/21/2023)(May be acted upon Jan 2024)	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.	9/14/2023-S. 2 YEAR 9/14/2023-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2023)(May be acted upon Jan 2024)	Current law authorizes a regional transportation agency, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit. Current law authorizes a value pricing and transit program involving HOT lanes to be developed and operated on State Highway Route 15 in the County of Riverside by the Riverside County Transportation Commission. Current law requires the Department of Transportation to report to the transportation policy committees of the Legislature, on or before	

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		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.	
AB 593 Haney D Carbon emission reduction strategy: building sector.	9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/14/2023)(May be acted upon Jan 2024)	Would require the State Energy Resources Conservation and Development Commission, on or before June 1, 2024, to adopt a strategy, with milestones, to reduce emissions of greenhouse gases for the building sector, as provided. • The bill would require the commission, in developing the strategy, to consult and collaborate with certain entities, to hold at least 2 public workshops, and to convene stakeholder sessions. • The bill would require the commission, on or before September 31, 2024, to submit the adopted strategy to the relevant policy committees of the Legislature.	
AB 637 Jackson D	1/25/2024-S. RLS. 1/25/2024-Read third time. Passed. Ordered to the Senate. (Ayes 70. Noes 0.) In Senate.	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 and sources of air pollution the state board has found	

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Zero-emission vehicles: fleet owners: rental vehicles.	Read first time. To Com. on RLS. for assignment.	to be necessary, cost effective, and technologically feasible, to carry out specified purposes, unless preempted by federal law. <ul style="list-style-type: none"> • This bill would, if the state board requires a fleet owner to acquire zero-emission vehicles as part of its fleet, require the state board to authorize the rental of a zero-emission vehicle or vehicles for a cumulative total of 260 days in a calendar year to be deemed ownership of one zero-emission vehicle for purposes of meeting that obligation. 	
AB 761 Friedman D Local finance: enhanced infrastructure financing districts.	9/14/2023-S. RLS. 9/14/2023-Withdrawn from committee. Re-referred to Com. on RLS.	Current law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district by adopting a resolution of intention to establish the proposed district which, among other things, is required to state that an enhanced infrastructure financing district is proposed and describe the boundaries of the proposed district. Current law requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan consistent with the general plan and any relevant specific plan, and consisting of, among other things, a financing section. Current law requires that the financing section include a plan for financing the public facilities, a limit on the total number of dollars of taxes that may be allocated to the district pursuant to the plan, and a date, either not more than 45 years from the date on which the issuance of the bonds is approved for the plan on which the district will cease to exist, by which time all tax allocation to the district will end, or, where the district is divided into project areas, a date on which the infrastructure financing plan will cease to be in effect and all tax allocations to the district will end and a date on which the district’s authority to repay indebtedness with incremental tax revenues will end, as specified.	Support

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		<ul style="list-style-type: none"> • This bill, for plans proposed on or after January 1, 2024, would specify that for the purpose of development and construction of passenger rail projects in the County of Los Angeles where at least 75% of the revenue from the district is used for debt service on a federal Transportation Infrastructure Finance and Innovation Act loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the issuance of bonds or approval of a loan, as specified. • This bill would make legislative findings and declarations as to the necessity of a special statute for specified districts enacted primarily for the purpose of development and construction of zero-emission mass transit projects. 	
<p>AB 817 Pacheco D</p> <p>Open meetings: teleconferencing: subsidiary body.</p>	<p>1/25/2024-S. RLS. 1/25/2024-Read third time. Passed. Ordered to the Senate. (Ayes 54. Noes 8.) In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>The Ralph M. Brown Act requires, with specified exceptions, each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires 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. Existing 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. Current law authorizes the legislative body of a local agency to use alternate</p>	<p>Support</p>

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		<p>teleconferencing provisions during a proclaimed state of emergency (emergency provisions) and, until January 1, 2026, 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 (nonemergency provisions).</p> <ul style="list-style-type: none"> • This bill, until January 1, 2026, would authorize a subsidiary body, as defined, to use similar alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. In order to use teleconferencing pursuant to this 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>AB 1011 Weber D</p> <p>Social care: data privacy.</p>	<p>9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/21/2023)(May be acted upon Jan 2024)</p>	<p>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. Current state law, 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.</p> <ul style="list-style-type: none"> • This bill would prohibit a participating entity of a closed-loop 	

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		<p>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, except as specified.</p> <ul style="list-style-type: none"> • 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 social care purpose or purposes for which that social care information was collected or generated, except as specified. 	
<p>AB 1168 Bennett D</p> <p>Emergency medical services (EMS): prehospital EMS.</p>	<p>9/14/2023-S. 2 YEAR 9/14/2023-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/12/2023)(May be acted upon Jan 2024)</p>	<p>The Emergency Medical Services System and the Prehospital Emergency Medical Care Personnel Act governs local emergency medical services (EMS) systems and authorizes each county to develop an EMS program and designate a local EMS agency. Current law requires a county to enter into a written agreement with a city or fire district that contracted for or provided prehospital EMS as of June 1, 1980. Current law requires, until that written agreement is reached, prehospital EMS to be continued at not less than the existing level and the administration of prehospital EMS by cities and fire districts contracting for or providing those services as of June 1, 1980, to be retained by those cities and fire districts.</p> <ul style="list-style-type: none"> • This bill would require a city to be treated as if it had retained its authorities regarding, and the administration of, prehospital EMS if specified requirements are met. 	
<p>AB 1198 Grayson D</p>	<p>9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline</p>	<p>Current law establishes, within the Governor’s Office of Business and Economic Development, known as “GO-Biz,” the Energy Unit</p>	

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GO-Biz: Energy Unit: equity.	pursuant to Rule 61(a)(11). (Last location was APPR. on 7/11/2023)(May be acted upon Jan 2024)	<p>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.</p> <ul style="list-style-type: none"> • This bill would require the Energy Unit to identify, among other things, nonratepayer-funded energy industry resources, including grants, tax credits, loans, and technical assistance, across local, state, and federal departments and agencies that are available to assist businesses and workers in the transition to a net-zero-powered economy. • The bill would require the Energy Unit to work with specified agencies to identify workforce development programs specific to the energy industry and gather data on how education and outreach is conducted to disadvantaged communities, as defined. • The bill would also require the Energy Unit, in collaboration with the Small Business Advocate, to identify the participation levels in those energy industry resources by businesses owned by women, minorities, disabled individuals, and veteran-owned businesses, as well as individuals from disadvantaged communities. 	
AB 1250 Friedman D	9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE	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 global warming potential, as defined, associated with certain materials currently used in state	

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Department of Transportation: low-carbon materials.	FILE on 8/21/2023)(May be acted upon Jan 2024)	transportation projects, alternative and emerging materials with lower carbon emissions or net-negative carbon emissions, and strategies for using materials with lower carbon materials. • The bill would require the department to report to the Legislature annually on the department’s progress in implementing the strategies described above.	
AB 1333 Ward D Residential real property: bundled sales.	1/18/2024-S. RLS. 1/18/2024-Read third time. Passed. Ordered to the Senate. (Ayes 48. Noes 1.) In Senate. Read first time. To Com. on RLS. for assignment.	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. • This bill would prohibit a developer of residential one to 4 dwelling units, inclusive, from conducting a sale of 2 or more parcels of real property containing one to 4 residential dwelling units, inclusive, in a single transaction to an institutional investor, as defined, if the occupancy permit was issued on or after January 1, 2025.	
AB 1335 Zbur D Local government: transportation planning	9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on	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	

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and land use: sustainable communities strategy.	7/12/2023)(May be acted upon Jan 2024)	specified information, including a sustainable communities strategy prepared by each metropolitan planning organization, and requires each transportation planning agency to adopt and submit, every 4 years, an updated plan to the California Transportation Commission and the Department of Transportation. Current law requires the sustainable communities strategy to include specified information, including an identification of areas within the region sufficient to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and an identification of areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified. • This bill would additionally require each metropolitan planning organization to include in the sustainable communities strategy the total number of new housing units necessary to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and the total number of new housing units necessary to house the above-described 8-year projection, as specified.	
AB 1348 Grayson D State government: Controller: claims audits.	9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/21/2023)(May be acted upon Jan 2024)	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	

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		<p>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 auditee, as described. • The bill would make related legislative findings and declarations. 	
<p>AB 1349 Irwin D</p> <p>Electric vehicle charging station networks: data fields.</p>	<p>7/14/2023-S. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last location was E. U., & C. on 6/13/2023)(May be acted upon Jan 2024)</p>	<p>Current law requires the State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources Board, as part of the development of the investment plan for the Clean Transportation Program, to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use moneys from the Alternative and Renewable Fuel and Vehicle Technology Fund, as well as other mechanisms, including incentives, to more proportionately deploy new charging station infrastructure, except as specified.</p>	

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		<ul style="list-style-type: none"> • This bill would require, on and after June 1, 2024, owners, operators, and infrastructure developers of electric vehicle charging stations, except for charging stations located at residential dwellings, as defined, 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 not located at residential dwellings to ensure that those data fields are available to third-party software developers under the same conditions. 	
AB 1567 Garcia D Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce Development Bond Act of 2024.	6/14/2023-S. N.R. & W. 6/14/2023-Referred to Coms. on N.R. & W. and GOV. & F.	Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce Development Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$15,995,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, clean energy, and workforce development programs.	
AB 1774 Dixon R Vehicles: electric bicycles.	4/24/2024-A. CONSENT CALENDAR 4/25/2024-Read second time. Ordered to Consent Calendar.	Current law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and requires electric bicycles to comply with specified equipment and manufacturing requirements. Current law prohibits a person	

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		<p>from tampering with or modifying an electric bicycle so as to change the speed capability of the bicycle, unless they appropriately replace the label indicating the classification required, as specified. A violation of the Vehicle Code is a crime.</p> <ul style="list-style-type: none"> • This bill would clarify that the exception to this prohibition only applies if the bicycle continues to meet the definition of an electric bicycle. • This bill would prohibit a person from selling a product or device that can modify the speed capability of an electric bicycle such that it no longer meets the definition of an electric bicycle. 	
<p>AB 1777 Ting D</p> <p>Autonomous vehicles.</p>	<p>4/22/2024-A. APPR. 4/23/2024-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 22). Re-referred to Com. on APPR.</p>	<p>Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Current law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Current law requires the department to adopt regulations setting forth requirements for the submission and approval of an application, including, among other things, any testing, equipment, and performance standards the department concludes are necessary to ensure the safe operation of autonomous vehicles on public roads, as specified.</p> <ul style="list-style-type: none"> • This bill would require manufacturers, by July 1, 2026, to comply with certain requirements, including, among other things, to maintain a dedicated emergency response telephone line that is available for emergency response officials, as defined, and to equip each autonomous vehicle with a 2-way voice communication device that enables emergency response officials that are near the vehicle to 	

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		<p>communicate effectively with a remote human operator, as specified.</p> <ul style="list-style-type: none"> • The bill would authorize an emergency response official to issue a geofencing message, as defined, to a manufacturer and would require a manufacturer to direct an autonomous vehicle in the affected area to leave or avoid the area within 2 minutes of receipt of a geofencing message, as specified. If an autonomous vehicle does not have a person in the driver’s seat and commits a violation of the Vehicle Code, or has a person in the driver’s seat but commits the violation while the autonomous technology is engaged, the bill would require the manufacturer to be cited for the violation. If an autonomous vehicle has a person in the driver’s seat and commits a violation of the Vehicle Code while the autonomous technology is not engaged, the bill would require the driver to be cited for the violation. 	
<p>AB 1778 Connolly D</p> <p>Vehicles: electric bicycles.</p>	<p>4/10/2024-A. THIRD READING 4/18/2024-Read third time and amended. Ordered to third reading.</p>	<p>Would, until January 1, 2029, authorize a local authority within the County of Marin, or the County of Marin in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 16 years of age from operating a class 2 electric bicycle or require a person operating a class 2 electric bicycle to wear a bicycle helmet, as specified.</p> <ul style="list-style-type: none"> • The bill would require an ordinance or resolution that is adopted for this purpose to make a violation an infraction punishable by either a fine of \$25 or completion of an electric bicycle safety and training course, as specified. • The bill would, if an ordinance or resolution is adopted, require the county to, by January 1, 2028, submit a report to the Legislature that includes, among other things, the total number of traffic stops initiated for violations, the results of the traffic stops, and the actions 	

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		<p>taken by peace officers during the traffic stops, as specified.</p> <ul style="list-style-type: none"> • The bill would require the local authority or county to administer a public information campaign for at least 30 calendar days prior to the enactment of the ordinance or resolution, as specified. • The bill would require the local authority or county to only issue warning notices for the first 60 days after the passage of the ordinance or resolution. 	
AB 1785 Pacheco D California Public Records Act.	4/25/2024-S. RLS. 4/25/2024-Read third time. Passed. Ordered to the Senate. (Ayes 75. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.	<p>The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies.</p> <ul style="list-style-type: none"> • This bill would prohibit a state or local agency from publicly posting, as defined, the home address, telephone number, or both the name and assessor parcel number associated with the home address of any elected or appointed official on the internet without first obtaining the written permission of that individual. By expanding the scope of a current provision and thereby increasing the duties of local agencies, the bill would impose a state-mandated local program. 	
AB 1786 Rodriguez D California Individual Assistance Act: California Local Assistance Act.	4/23/2024-A. APPR. 4/24/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (April 23). Re-referred to Com. on APPR.	<p>Existing law, the California Emergency Services Act, empowers the Governor to proclaim a state of emergency under certain circumstances.</p> <ul style="list-style-type: none"> • This bill would add climate change and climate change exacerbated conditions to the list of conditions for which a state of emergency or local emergency may be proclaimed. 	
AB 1812 Gabriel D	1/16/2024-A. BUDGET 1/16/2024-Referred to Com. on BUDGET.	<p>Would make appropriations for the support of state government for the 2024–25 fiscal year.</p>	

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Budget Act of 2024.			
AB 1820 Schiavo D Housing development projects: applications: fees and exactions.	4/25/2024-A. APPR. 4/25/2024-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (April 24).	Current law requires a city or county to deem an applicant for a housing development project to have submitted a preliminary application upon providing specified information about the proposed project to the city or county from which approval for the project is being sought. Current law requires a housing development project be subject only to the ordinances, policies, and standards adopted and in effect when the preliminary application was submitted. • This bill would authorize a development proponent that submits a preliminary application for a housing development project to request a preliminary fee and exaction estimate, as defined, and would require the local agency to provide the estimate within 20 business days of the submission of the preliminary application. For development fees imposed by an agency other than a city or county, the bill would require the development proponent to request the fee schedule from the agency that imposes the fee.	
AB 1835 Muratsuchi D Local educational agencies: housing development projects: lower income households.	1/29/2024-A. H. & C.D. 4/17/2024-In committee: Set, first hearing. Hearing canceled at the request of author.	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. Current law deems a housing development project located on any real property owned by a local educational agency an allowable use if the project meets specified criteria, including, among other things, that the development consists of at least 10 housing units and all of the units are rented by local educational agency employees, local public employees, and general members of	

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		<p>the public pursuant to specified procedures. Current law requires a housing development subject to these provisions to have a recorded deed restriction that ensures, for a period of at least 55 years, that the majority of the units of the housing development are set at an affordable rent to lower income or moderate-income households, provided that at least 30% of the units are affordable to lower income households.</p> <ul style="list-style-type: none"> • This bill would instead require all of the units of a housing development subject to these provisions that are rented to general members of the public to be affordable to lower income households. • The bill would require the housing development to have a recorded deed restriction that ensures, for a period of at least 55 years, that any unit that is rented to general members of the public is set at an affordable rent to lower income households. 	
<p>AB 1855 Arambula D</p> <p>Open meetings: teleconferences: community college student body associations.</p>	<p>4/22/2024-S. RLS. 4/22/2024-Read third time. Passed. Ordered to the Senate. (Ayes 53. Noes 12.) In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>The Ralph M. Brown 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, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city</p>	

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		<p>council votes to use alternate teleconference provisions, as specified.</p> <ul style="list-style-type: none"> • This bill, until January 1, 2026, would authorize a California Community College student body association to use similar alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the board of trustees of the community college district has adopted an authorizing resolution and 2/3 of an eligible legislative body votes to use the alternate teleconferencing provisions, as specified. 	
<p>AB 1868 Friedman D</p> <p>Property taxation: assessments: affordable housing.</p>	<p>4/8/2024-A. APPR. 4/22/2024-Re-referred to Com. on APPR.</p>	<p>Current law requires the county assessor to consider, when valuing real property for property taxation purposes, the effect of any enforceable restrictions to which the use of the land may be subjected. Under current law, these restrictions include, among other enumerated items, a recorded contract with a nonprofit corporation that meets prescribed requirements, including requirements that the nonprofit corporation has received a welfare exemption for properties intended to be sold to low-income families who participate in a special no-interest loan program, and that the contract includes a deed of trust on the property in favor of the nonprofit corporation to ensure compliance with the terms of the program, as described.</p> <ul style="list-style-type: none"> • This bill would, for purposes of valuing property by the county assessor, establish a rebuttable presumption that, at the time of purchase, an assessor shall not include the value of the above-described deed of trust. 	
<p>AB 1869 McKinnor D</p>	<p>1/29/2024-A. G.O. 1/29/2024-Referred to Com. on G.O.</p>	<p>The Outdoor Advertising Act provides for the regulation by the Department of Transportation of an advertising display, as defined, within view of public highways. The act regulates, as an “off-</p>	

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Outdoor advertising displays: City of Hawthorne.		<p>premises advertising display,” a display along a highway that generally advertises business conducted or services rendered or goods produced or sold at a location other than the property where the display is located. The act does not apply to “on-premises advertising displays,” which generally advertise business conducted or services rendered or goods produced or sold at the location where the display is located and which are separately regulated.</p> <ul style="list-style-type: none"> • This bill would subject digital displays owned by the City of Hawthorne that would otherwise be regulated as off-premises advertising displays to treatment as on-premises advertising displays, if certain requirements are met. 	
<p>AB 1870 Ortega D</p> <p>Notice to employees: legal services.</p>	<p>4/25/2024-S. RLS. 4/25/2024-Read third time. Passed. Ordered to the Senate. (Ayes 75. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Current law establishes a workers’ compensation system, administered by the Administrative Director of the Division of Workers’ Compensation, to compensate an employee for injuries sustained in the course of employment. Employers who are subject to the workers’ compensation system are generally required to keep posted in a conspicuous location frequented by employees and easily read by employees during the hours of the workday a notice that includes, among other information, to whom injuries should be reported, the rights of an employee to select and change a treating physician, and certain employee protections against discrimination. Current law requires the administrative director to make the form and content of this notice available to self-insured employers and insurers.</p> <ul style="list-style-type: none"> • This bill would require the notice to include information concerning an injured employee’s ability to consult a licensed attorney to advise them of their rights under workers’ compensations laws, as specified. 	

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AB 1879 Gipson D Electronic signatures.	4/18/2024-S. RLS. 4/18/2024-Read third time. Passed. Ordered to the Senate. (Ayes 72. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.	Current law authorizes, in any written communication with a public entity, the use of a digital signature, which is defined, in part, as a type of electronic signature, as defined. Under current law, a digital signature has the same force and effect as the use of a manual signature if it complies with specified requirements and the public entity elects to use a digital signature. Current law requires, at the option of the parties, the use or acceptance of a digital signature. <ul style="list-style-type: none"> • This bill would require, at the option of the parties, the use or acceptance of an electronic signature, including a digital signature, unless otherwise provided. Under the bill, a digital signature would also have the same force and effect as the use of a manual signature if it complies with the above-referenced requirements and the public entity’s use of a digital signature is mandated. 	
AB 1882 Villapudua D Disabled veterans.	4/22/2024-A. APPR. 4/23/2024-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 22). Re-referred to Com. on APPR.	Current law defines “disabled veteran” for purposes of the Vehicle Code as, among other things, a person who, as a result of injury or disease suffered while on active service with the Armed Forces of the United States, has a disability that has been rated at 100% by the Department of Veterans Affairs. Current law also defines a “disabled veteran” as a veteran who is unable to move without the aid of an assistant device. <ul style="list-style-type: none"> • This bill would instead define a disabled veteran as a veteran who cannot walk without the use of an assistant device. • The bill would expand the definition of “disabled veteran”. 	
AB 1890 Patterson, Joe R Public works: prevailing wage.	4/18/2024-S. RLS. 4/18/2024-Read third time. Passed. Ordered to the Senate. (Ayes 72. Noes 0.) In Senate.	Current law defines the term “public works” for the purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers’ compensation for public works projects. Current law requires an entity awarding a public works contract, as specified, to provide	

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	Read first time. To Com. on RLS. for assignment.	notice to the Department of Industrial Relations. Current law requires civil penalties to be imposed on an entity that fails to provide that required notice and authorizes the Labor Commissioner to issue a citation for civil penalties to an entity that fails to provide the required notice. <ul style="list-style-type: none"> • This bill would additionally require the awarding body to provide notice to the department if there is a change in the identity of a contractor or subcontractor performing the project or, within 30 days, if the total amount of the contract change exceeds \$10,000. 	
AB 1894 Ta R Nonvehicular air pollution: civil penalties.	2/12/2024-A. NAT. RES. 3/14/2024-In committee: Set, first hearing. Hearing canceled at the request of author.	Current law establishes the State Air Resources Board as the state agency with primary jurisdiction over the regulation of air pollution. Existing law generally designates air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Current law subjects violators of specified air pollution laws or any rule, regulation, permit, or order of a district or of the state board to specified civil penalties. <ul style="list-style-type: none"> • This bill would require a district to provide a small business, as defined, with a period of not less than 30 days to rectify a violation before the small business may be subject to those civil penalties. 	
AB 1904 Ward D Transit buses: yield right-of-way sign.	4/1/2024-S. RLS. 4/1/2024-Read third time. Passed. Ordered to the Senate. (Ayes 72. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.	Current law authorizes a transit bus in the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it. Current law requires the sign to be designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a	

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		<p>red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers.</p> <ul style="list-style-type: none"> • This bill would expand the authorization to equip transit buses, as described above, to apply to any transit agency if the transit agency approves a resolution that this authorization be made applicable to it. 	
<p>AB 1921 Papan D</p> <p>Energy: renewable electrical generation facilities: linear generators.</p>	<p>4/15/2024-A. APPR. 4/16/2024-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 10. Noes 0.) (April 15). Re-referred to Com. on APPR.</p>	<p>Current law incorporates the definition of a renewable electrical generation facility into various programs, including the California Renewables Portfolio Standard Program, which requires the Public Utilities Commission to establish a renewables portfolio standard requiring all retail sellers, as defined, to procure a minimum quantity of electricity products from electrical generating facilities that meet the definition of “renewable electrical generation facility,” and the net energy metering program, in which residential customers, small commercial customers, and commercial, industrial, or agricultural customers of an electrical utility, who use a renewable electrical generation facility, are eligible to participate, as specified.</p> <ul style="list-style-type: none"> • This bill would expand the definition of “renewable electrical generation facility” to include a facility that uses linear generators that use specified fuels. 	
<p>AB 1928 Sanchez R</p> <p>Worker classification: employees and independent contractors.</p>	<p>2/12/2024-A. L. & E. 3/6/2024-Re-referred to Com. on L. & E.</p>	<p>Current law, as established in the case of <i>Dynamex Operations W. v. Superior Court</i> (2018) 4 Cal.5th 903 (<i>Dynamex</i>), creates a presumption that a worker who performs services for a hirer is an employee for purposes of claims for wages and benefits arising under wage orders issued by the Industrial Welfare Commission. Current law requires a 3-part test, commonly known as the “ABC”</p>	

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		<p>test, to determine if workers are employees or independent contractors for those purposes. Current law establishes that, for purposes of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission, a person providing labor or services for remuneration is considered an employee rather than an independent contractor unless the hiring entity demonstrates that the person is free from the control and direction of the hiring entity in connection with the performance of the work, the person performs work that is outside the usual course of the hiring entity’s business, and the person is customarily engaged in an independently established trade, occupation, or business. This test is known as the “ABC” test, as described above.</p> <ul style="list-style-type: none"> • This bill would repeal the above-described provisions that codify the ABC test. • The bill would declare that its purpose is to suspend and nullify the California Supreme Court’s decision in Dynamex and provide that this decision does not apply for purposes of California law. 	
<p>AB 1932 Ward D</p> <p>Personal income tax: mortgage interest deduction.</p>	<p>4/23/2024-A. APPR. 4/23/2024-In committee: Set, first hearing. Referred to REV. & TAX. suspense file. From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 3.) (April 22). Re-referred to Com. on APPR.</p>	<p>The Personal Income Tax Law allows various deductions in computing the income that is subject to the taxes imposed by that law, including, in modified conformity with federal income tax laws, a deduction for a limited amount of interest paid on acquisition indebtedness, as defined, with respect to a qualified residence of the taxpayer. Current law limits the aggregate amount treated as acquisition indebtedness for these purposes to \$1,000,000, or \$500,000 in the case of a married individual filing a separate return. Current law specifies for these purposes that a qualified residence includes the taxpayer’s principal residence and one other residence selected by the taxpayer, as provided.</p>	

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		<ul style="list-style-type: none"> • This bill, for taxable years beginning on or after January 1, 2025, would disallow the deduction of acquisition indebtedness with respect to a qualified residence of a taxpayer other than the principal residence. • This bill would require the Franchise Tax Board, in consultation with the Department of Finance, to estimate the amount of additional revenue resulting from the above-described modifications made with respect to the calculation of taxable income under the Personal Income Tax Law by this bill and to notify the Controller of that amount, as provided. 	
<p>AB 1941 Quirk-Silva D</p> <p>Local public employee organizations.</p>	<p>4/15/2024-S. RLS. 4/15/2024-Read third time. Passed. Ordered to the Senate. (Ayes 75. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Current law gives public employees the right to refuse to join or participate in the activities of employee organizations, and provides that employees who are members of a bona fide religion, body, or sect that has historically held conscientious objections to joining or financially supporting public employee organizations are not required to join or financially support a public employee organization as a condition of employment, as specified. Current law authorizes a recognized employee organization to charge an employee covered by the Firefighters Procedural Bill of Rights Act for the reasonable cost of representation when the employee holds a conscientious objection, as described above, or declines membership in the organization and requests individual representation in a discipline, grievance, arbitration, or administrative hearing from the organization. Current law applies this authorization only to proceedings for which the recognized employee organization does not exclusively control the process.</p> <ul style="list-style-type: none"> • This bill would additionally authorize a recognized employee organization to charge an employee covered by the Public Safety 	

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		<p>Officers Procedural Bill of Rights Act for the reasonable cost of representation when the employee holds a conscientious objection or declines membership in the organization and requests individual representation in a discipline, grievance, arbitration, or administrative hearing from the organization.</p> <ul style="list-style-type: none"> • The bill would apply this authorization only to proceedings for which the recognized employee organization does not exclusively control the process. 	
<p>AB 1948 Rendon D</p> <p>Homeless multidisciplinary personnel teams.</p>	<p>4/8/2024-S. RLS. 4/8/2024-Read third time. Passed. Ordered to the Senate. (Ayes 75. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Current law authorizes a county to establish a homeless adult and family multidisciplinary personnel team with the goal of facilitating the expedited identification, assessment, and linkage of homeless individuals to housing and supportive services within that county, and to allow provider agencies and members of the personnel team to share confidential information for the purpose of coordinating housing and supportive services to ensure continuity of care. Current law, until January 1, 2025, authorizes the Counties of Los Angeles, Orange, Riverside, San Bernardino, San Diego, Santa Clara, and Ventura to expand the goals of the homeless adult and family multidisciplinary personnel team to include facilitating the expedited identification, assessment, and linkage of individuals at risk of homelessness, as defined, to housing and supportive services, and the expedited prevention of homelessness.</p> <ul style="list-style-type: none"> • This bill would additionally authorize the County of San Mateo to expand the goals of the homeless adult and family multidisciplinary personnel team, as specified above. 	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1949 Wicks D</p> <p>California Consumer Privacy Act of 2020: collection of personal information of a consumer less than 18 years of age.</p>	<p>4/2/2024-A. APPR. 4/8/2024-Re-referred to Com. on APPR.</p>	<p>The California Consumer Privacy Act of 2020 (CCPA) approved by the voters as Proposition 24 at the November 3, 2020, statewide general election, requires a consumer, as defined, to have various rights with respect to personal information, as defined, that is collected or sold by a business, as defined, including the right to direct a business that sells or shares personal information about a consumer to third parties to not sell or share the consumer’s personal information. The act prohibits a business from selling or sharing the personal information of a consumer if the business has actual knowledge that the consumer is less than 16 years of age, unless the consumer, or the consumer’s parent or guardian, as applicable, has affirmatively authorized the sale or sharing of the consumer’s personal information.</p> <ul style="list-style-type: none"> • This bill would remove the condition that the business have actual knowledge that the consumer is less than 16 years of age and would revise the above-described prohibition to prohibit a business from selling or sharing the personal information of a consumer less than 18 years of age, unless the consumer, or the consumer’s parent or guardian, as applicable, has affirmatively authorized the sale or sharing of the consumer’s personal information, as specified. 	
<p>AB 1953 Villapudua D</p> <p>Vehicles: weight limits.</p>	<p>4/8/2024-S. RLS. 4/8/2024-Read third time. Passed. Ordered to the Senate. (Ayes 74. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Current state and federal laws set specified limits on the total gross weight imposed on the highway by a vehicle with any group of 2 or more consecutive axles. Current federal law prohibits the maximum gross vehicle weight of a vehicle operated by an engine fueled primarily by natural gas or powered primarily by means of electric battery power from exceeding 82,000 pounds. Current state law, to the extent expressly authorized by federal law, authorizes a near-zero-emission vehicle or a zero-emission vehicle, as defined, to</p>	

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		<p>exceed the weight limits on the power unit by up to 2,000 pounds.</p> <ul style="list-style-type: none"> • This bill would clarify that the maximum gross vehicle weight for a near-zero-emission vehicle or a zero-emission vehicle is 82,000 pounds. 	
<p>AB 1957 Wilson D</p> <p>Public contracts: best value construction contracting for counties.</p>	<p>4/18/2024-A. APPR. 4/18/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 17). Re-referred to Com. on APPR.</p>	<p>Current law establishes a pilot program to allow the Counties of Alameda, Los Angeles, Monterey, Riverside, San Bernardino, San Diego, San Mateo, Santa Clara, Solano, and Yuba to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Current law also authorizes these counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Current law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Current law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2024. Current law repeals the pilot program provisions on January 1, 2025.</p> <ul style="list-style-type: none"> • This bill would instead authorize any county of the state to utilize this program and would extend the operation of those provisions until January 1, 2030. • The bill would instead require the board of supervisors of a participating county to submit the report described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2029. 	

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AB 1958 Berman D Santa Clara Valley Transportation Authority: board of directors.	4/4/2024-S. RLS. 4/4/2024-Read third time. Passed. Ordered to the Senate. (Ayes 70. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.	Current law vests the government of the Santa Clara Valley Transportation Authority (VTA) in a 12-member board of directors, appointed by the County of Santa Clara and the cities within the county, as specified. Current law requires, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation issues. <ul style="list-style-type: none"> • This bill would require, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation or project management issues. 	
AB 1978 Fong, Vince R Vehicles: speed contests.	4/22/2024-A. APPR. 4/23/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 22). Re-referred to Com. on APPR.	Current law prohibits a person from obstructing or placing a barricade or obstruction upon a highway or in an offstreet parking facility for the purpose of facilitating or aiding any motor vehicle speed contest or exhibition, as specified. <ul style="list-style-type: none"> • This bill would authorize a peace officer to not take a person into custody for a violation of obstructing or placing a barricade or obstruction upon a highway or in an offstreet parking facility for the purpose of facilitating or aiding a motor vehicle speed contest or exhibition of speed, as specified, if the peace officer causes the removal and seizure of the vehicle used to commit that offense. 	
AB 1980 Grayson D Vehicles: California Legacy License Plate Program.	4/8/2024-A. APPR. 4/9/2024-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 8). Re-referred to Com. on APPR.	Current law requires the Department of Motor Vehicles to establish the California Legacy License Plate Program, and to create and issue a series of specialized license plates, consisting of one or more of 3 specified designs that replicate license plates from the state's past. Current law requires the department to collect and hold paid applications for the plates, as specified, and prohibits the department from issuing a specialized license plate until it has received not less	

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		<p>than 7,500 paid applications for any one of the particular plates on or before January 1, 2015.</p> <ul style="list-style-type: none"> • This bill would extend the deadline for receipt of the required number of paid applications to January 1, 2026, for plate designs that did not receive the required number of applications by January 1, 2015. 	
<p>AB 1984 Weber D</p> <p>Transfer reporting for alternative schools, county community schools, and continuation schools.</p>	<p>4/10/2024-A. APPR. 4/16/2024-Re-referred to Com. on APPR.</p>	<p>Current law authorizes a county board of education to establish and maintain one or more community schools and to enroll specified categories of pupils, including pupils expelled from a school district, among others. Current law authorizes the governing board of any school district to maintain one or more alternative schools, as defined, and requires the governing board of each high school district and each unified school district to establish and maintain within its boundaries special continuation education classes. Current law requires enrollment in an alternative school to be voluntary, and authorizes both the voluntary and involuntary transfers of pupils to county community schools and to continuation schools, as specified.</p> <ul style="list-style-type: none"> • This bill would require, commencing with the 2025–26 school year, the State Department of Education to collect and publish on its DataQuest internet website, and school districts, county offices of education, and charter schools to provide to the department, data on pupil transfers, disaggregated by those initiated by the pupil or their parent or guardian and those initiated by the local educational agency, including involuntary transfers, to alternative schools, continuation schools or classes, or county community schools. 	

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AB 1987 Bennett D Local government.	1/30/2024-A. PRINT 1/31/2024-From printer. May be heard in committee March 1.	Current law sets forth provisions for the formation, duties, and other authorizations, among other things, relating to cities, counties, cities and counties, and other local agencies. <ul style="list-style-type: none"> • This bill would state the intent of the Legislature to enact legislation relating to local government. 	
AB 1998 Mathis R California Environmental Quality Act: Department of Fish and Wildlife: review of environmental documents: revenue and cost tracking and accounting.	2/12/2024-A. W.,P. & W. 2/12/2024-Referred to Com. on W., P., & W.	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 requires the lead agency to consult with a public agency that is a responsible agency or a trustee agency during the environmental review process. Current law authorizes the Department of Fish and Wildlife to impose and collect filing fees in specified amounts to defray the costs of managing and protecting fish and wildlife trust resources, including, but not limited to, consulting with other public agencies, reviewing environmental documents, recommending mitigation measures, developing monitoring requirements for purposes of CEQA, and other activities protecting those trust resources identified in a review pursuant to CEQA. <ul style="list-style-type: none"> • This bill would require the department to separately track and account for all revenues collected under the above filing fee provision and all costs incurred in its role as a responsible agency or trustee agency under CEQA. 	
AB 1999 Irwin D	4/22/2024-A. RLS. 4/22/2024-Re-referred to Com.	Under current law, the Public Utilities Commission may authorize fixed charges for any rate schedule applicable to a residential customer account. Current law requires the commission, no later	

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Electricity: fixed charges.	on RLS. pursuant to Assembly Rule 96.	<p>than July 1, 2024, to authorize a fixed charge for default residential rates. Current law requires these fixed charges to be established on an income-graduated basis, with no fewer than 3 income thresholds, so that low-income ratepayers in each baseline territory would realize a lower average monthly bill without making any changes in usage.</p> <ul style="list-style-type: none"> • This bill would repeal the provisions described in the preceding paragraph. • The bill would instead permit the commission to authorize fixed charges that, as of January 1, 2015, do not exceed \$5 per residential customer account per month for low-income customers enrolled in the California Alternate Rates for Energy (CARE) program and that do not exceed \$10 per residential customer account per month for customers not enrolled in the CARE program. • The bill would authorize these maximum allowable fixed charges to be adjusted by no more than the annual percentage increase in the Consumer Price Index for the prior calendar year, beginning January 1, 2016. 	
AB 2001 Gallagher R Political Reform Act of 1974.	4/18/2024-S. RLS. 4/18/2024-Read third time. Passed. Ordered to the Senate. (Ayes 72. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.	Current law defines a “statewide election” and “campaign expenditures” for purposes of the Political Reform Act of 1974. <ul style="list-style-type: none"> • This bill would repeal the section of the act defining “statewide election” and would revise the definition of “campaign expenditures.” 	
AB 2008 Wallis R	2/12/2024-A. U. & E. 3/7/2024-Re-referred to Com. on U. & E.	Current law requires the State Energy Resources Conservation and Development Commission to administer the Clean Transportation Program to develop and deploy innovative technologies that	

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Reliable Energy Needs for Everyone in the West Program.		transform California’s fuel and vehicle types to help attain the state’s climate change policies. <ul style="list-style-type: none"> • This bill would require the commission, upon appropriation by the Legislature for the bill’s purpose, to establish and implement the Reliable Energy Needs for Everyone in the West Program to provide financial incentives for purchasing renewable propane, renewable hydrogen, or renewable dimethyl ether to customers in heating dominant climate zones in California where combustion fuels will continue to be the lowest cost and most effective means for providing space and water heating to buildings, as provided. 	
AB 2010 Kalra D State contracting: global deforestation.	1/31/2024-A. PRINT 2/1/2024-From printer. May be heard in committee March 2.	The State Contract Act governs the bidding and award of public works contracts. The Buy Clean California Act, requires, among other things, the Department of General Services, in consultation with the State Air Resources Board, to establish a maximum acceptable global warming potential for each category of eligible materials, as specified. That law requires an awarding authority, as defined, to require a successful bidder to submit a current Environmental Product Declaration developed in accordance with specified standards, for that type of product. <ul style="list-style-type: none"> • This bill would provide that it is the intent of the Legislature to enact subsequent legislation that provides that the policy of the state is to ensure that companies that contract with the state are not contributing to tropical deforestation, either directly or through their supply chains. 	
AB 2029 Jackson D	4/17/2024-A. APPR. 4/23/2024-Re-referred to Com. on APPR.	<ul style="list-style-type: none"> • This bill would require the Energy Commission, beginning January 1, 2025, to biennially conduct an assessment, in consultation 	

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Electric vehicle charging stations assessment.		<p>with applicable state and federal agencies, of the abundance of electric vehicle charging stations, as defined, with electric vehicle charging station-related accessibility requirements and related guidance from relevant state and federal agencies, as provided.</p> <ul style="list-style-type: none"> • The bill would require the biennial assessment to include a biennial report, and would require the Energy Commission to submit the report to the Legislature concurrently with the Energy Commission’s updates to the statewide assessment of the electric vehicle charging infrastructure. • The bill would repeal these provisions on January 1, 2036. 	
<p>AB 2037 Papan D</p> <p>Weights and measures: electric vehicle chargers.</p>	<p>4/11/2024-A. THIRD READING 4/11/2024-Read second time. Ordered to third reading.</p>	<p>Current law regulates advertising that indicates the price of motor vehicle fuel, including electricity sold as a motor vehicle fuel. Current law requires a county sealer to enforce the advertising requirements. Current law defines “correct,” for purposes of testing and verifying the accuracy of a weighing or measuring device, as a weight or measure or a weighing, measuring, or counting instrument that meets certain tolerance and specification requirements.</p> <ul style="list-style-type: none"> • This bill would authorize a county sealer to test and verify as correct any electric vehicle charger operated by a public agency, as defined, that is located in the county in which the sealer has jurisdiction. • The bill would require a county sealer to condemn and seize, or cause to be marked with a tag or other device with the words “out of order,” an incorrect, as defined, electronic vehicle charger operated by a public agency, as specified. • The bill would authorize a county board of supervisors to charge an annual registration fee for the cost of inspecting and testing an electric vehicle charger operated by a public agency, as specified. 	

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AB 2061 Wilson D Sales and Use Tax: exemptions: zero-emission public transportation ferries.	3/11/2024-A. REV. & TAX SUSPENSE FILE 3/11/2024-In committee: Set, first hearing. Referred to REV. & TAX. suspense file.	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, 2025, and until January 1, 2030, 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 2086 Schiavo D Transportation funding: California Transportation Plan: public dashboard.	4/22/2024-A. APPR. 4/23/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 22). Re-referred to Com. on APPR.	Current law requires the Department of Transportation to prepare the California Transportation Plan for submission to the Governor and the Legislature as a long-range planning document that incorporates various elements and is consistent with specified expressions of legislative intent. Current law requires the department to complete the 3rd update to the plan by December 31, 2025, and to update the plan every 5 years thereafter. • This bill would require the California Transportation Plan to also include a financial element that summarizes the full cost of plan implementation, a summary of available revenues through the planning period, and an analysis of what is feasible within the plan if constrained by a realistic projection of available revenues, as specified.	
AB 2087 Alanis R California Environmental Quality Act: disclosure: identity and interests.	2/26/2024-A. JUD. 2/26/2024-Referred to Coms. on JUD. and NAT. RES.	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	

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		<p>on the environment. CEQA requires the courts to give an action or proceeding alleging noncompliance with CEQA preference over all other civil actions. CEQA requires superior courts in counties with a population of more than 200,000 people to designate one or more judges to develop expertise in CEQA and certain related laws so that those judges will be available to hear and quickly resolve actions or proceedings alleging noncompliance with CEQA.</p> <ul style="list-style-type: none"> • This bill would require, in all actions or proceedings brought pursuant to the provisions of CEQA, that a filing party include with the filing a disclosure of the identity and interests of the party, as provided. • The bill would authorize a court to request more information as needed, including, but not limited to, financial statements and testimony, in the event a filing party that has previously brought an action or proceeding concerning a project makes a subsequent filing in an action or proceeding concerning the same project. Because the bill would impose additional duties on a lead agency that is a filing party to an action or proceeding, the bill would impose a state-mandated local program. 	
<p>AB 2111 Wallis R</p> <p>License plates: obstruction or alteration.</p>	<p>4/24/2024-A. CONSENT CALENDAR 4/25/2024-Read second time. Ordered to Consent Calendar.</p>	<p>Current law prohibits a person from erasing the reflective coating of, painting over the reflective coating of, or altering a license plate to avoid visual or electronic capture of the license plate or its characters by state or local law enforcement. A violation of this provision is an infraction.</p> <ul style="list-style-type: none"> • This bill would prohibit these acts to avoid visual or electronic capture of the license plate or its characters generally without regard to their capture by state or local law enforcement. 	

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<p>AB 2123 Papan D</p> <p>Disability compensation: paid family leave.</p>	<p>4/25/2024-S. RLS. 4/25/2024-Read third time. Passed. Ordered to the Senate. (Ayes 75. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Current law establishes, within the state disability insurance program, a family temporary disability insurance program, also known as the paid family leave program, for the provision of wage replacement benefits to workers who take time off work to care for certain seriously ill family members, to bond with a minor child within one year of birth or placement, as specified, or to participate in a qualifying exigency related to the covered active duty or call to covered active duty of certain family members. Current law authorizes an employer to require an employee to take up to 2 weeks of earned but unused vacation before, and as a condition of, the employee’s initial receipt of these benefits during any 12-month period in which the employee is eligible for these benefits.</p> <ul style="list-style-type: none"> • This bill would eliminate that authorization and related provisions. 	
<p>AB 2125 Garcia D</p> <p>Judicial officers: disqualification.</p>	<p>4/9/2024-A. APPR. 4/11/2024-Re-referred to Com. on APPR.</p>	<p>Current law authorizes a party or attorney in an action or proceeding to move to disqualify a judge, court commissioner, or referee for prejudice against a party or attorney or the interest of a party or attorney, as specified. Prejudice may be established by an oral or written motion without notice supported by affidavit or declaration under penalty of perjury, or an oral statement under oath, that the judge, court commissioner, or referee is prejudiced against a party or attorney, or the interest of the party or attorney, so that the party or attorney cannot, or believes that they cannot, have a fair and impartial trial or hearing. Current law requires, in specified circumstances, the Chair of the Judicial Council to assign some other judge, court commissioner, or referee to try the cause or hear the matter as promptly as possible. Current law specifies that these provisions do not apply to a judge designated or assigned to serve on</p>	

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		<p>the appellate division of a superior court in the judge’s capacity as a judge in that division.</p> <ul style="list-style-type: none"> • This bill, from January 1, 2025, to January 1, 2031, would repeal that exclusion and would extend these provisions to authorize a party or attorney to disqualify a justice or justices of an appellate court for prejudice against a party or attorney, or the interest of a party or attorney, as specified. • The bill would authorize the motion directed to one or more justices of a court of appeal to only be made following reversal by the California Supreme Court of a court of appeal’s decision, and may only be directed to the justice or justices who authored or concurred in the prior decision and who is or are assigned to further consider the matter. • The bill would authorize the party who obtained the reversal of a decision of a court of appeal to make that motion regardless of whether that party or side has previously done so. • The bill would require, for cases reversed on or after January 1, 2025, the motion to be made within 30 days after the party or the party’s attorney has been notified of the assignment. • The bill would require, for cases reversed before January 1, 2025, and remaining pending as of the effective date of this act, the motion to be made on or before January 31, 2025. 	
<p>AB 2144 Grayson D</p> <p>General plan: annual report.</p>	<p>4/18/2024-A. APPR. 4/18/2024-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 9. Noes</p>	<p>The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development. Current law</p>	

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	0.) (April 17). Re-referred to Com. on APPR.	requires that the annual report include, among other specified information, the progress in complying with specified laws. Current law requires a city or county to provide an option for an applicant to apply for and retrieve a postentitlement phase permit on the city’s or county’s internet website. The Permit Streamlining Act requires a city, county, or special district to maintain on its internet website, as applicable, a current schedule of fees, exactions, and affordability requirements imposed by the city, county, or special district, including any dependent special district, applicable to a proposed housing development project, all zoning ordinances and development standards, and annual fee reports or annual financial reports, as specified. Current law requires a city, county, or special district to provide on its internet website an archive of impact fee nexus studies, cost of service studies, or equivalent, as specified. • This bill would require the planning agency to include in the annual report evidence of compliance with the above-described internet website requirements.	
AB 2153 Lowenthal D California Public Records Act: public agency employees: notice requirements: personnel and medical information.	2/20/2024-A. JUD. 3/13/2024-In committee: Set, first hearing. Hearing canceled at the request of author.	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. Current law requires each agency, upon a request for records, to determine within 10 days whether that request, in whole or in part, seeks copies of disclosable public records in the agency’s possession and to promptly notify the person making the request of its determination and reasons for that determination. Under current law, the act generally does not require disclosure of personnel, medical, or similar files, the disclosure of which would constitute an	

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		<p>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 each agency, upon receipt of a request for a copy of, or the inspection of, any personnel, medical, or similar records of a public agency employee or any record that would disclose a public agency employee’s personal identity in connection with the performance of that employee’s work duties, to promptly and prior to the release of the records, provide written notice of the request to that public agency employee. 	
<p>AB 2182 Haney D</p> <p>Public works.</p>	<p>4/18/2024-A. APPR. 4/18/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 17). Re-referred to Com. on APPR.</p>	<p>Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Current law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under current law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and</p>	

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		<p>their determination is final.</p> <ul style="list-style-type: none"> • This bill would instead require the director, if the director determines during any semiannual period that there has been a change in any prevailing rate of per diem wages in a locality, to make that change available to the awarding body and that decision would have exceptions to its finality, including authorizing a contractor, awarding body, or representative to file a petition to review the director’s determination. 	
<p>AB 2183 Jones-Sawyer D</p> <p>Public employees’ retirement benefits: final compensation.</p>	<p>2/7/2024-A. PRINT 2/8/2024-From printer. May be heard in committee March 9.</p>	<p>The California Public Employees’ Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes certain new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan. PEPRA provides, for purposes of determining a retirement benefit paid to a person who first becomes a member of a public retirement system on or after January 1, 2013, that final compensation means the highest average annual pensionable compensation earned during a period of at least 36 consecutive months, or at least 3 consecutive school years.</p> <ul style="list-style-type: none"> • This bill would make a nonsubstantive change to that provision. 	
<p>AB 2190 Mathis R</p> <p>California Environmental Quality Act: expedited judicial review: infrastructure projects: hydrogen.</p>	<p>2/26/2024-A. NAT. RES. 3/19/2024-In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Current law authorizes the Governor to certify certain projects, including energy infrastructure projects that meet specified requirements, for streamlining benefits related to the California Environmental Quality Act (CEQA), such as the requirement that judicial actions, including any potential appeals, challenging the certification of an EIR or the granting of approval by a lead agency for certified projects be resolved, to the extent feasible, within 270</p>	

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		<p>days after the filing of the certified record of proceedings with the court. Current law excludes from the definition of “energy infrastructure project” for these purposes any project using hydrogen as a fuel.</p> <ul style="list-style-type: none"> • This bill would delete that exclusion, thereby authorizing the Governor to certify energy infrastructure projects that use hydrogen as a fuel for streamlining benefits related to CEQA, as described above. Because the bill would impose additional duties on lead agencies in conducting the environmental review of energy infrastructure projects using hydrogen as a fuel that are certified by the Governor, including the concurrent preparation of the record of proceedings, this bill would impose a state-mandated local program. 	
<p>AB 2192 Carrillo, Juan D</p> <p>Public agencies: cost accounting standards.</p>	<p>4/25/2024-A. APPR. 4/25/2024-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (April 24). Re-referred to Com. on APPR.</p>	<p>The Uniform Public Construction Cost Accounting Act authorizes a public agency, whose governing board has by resolution elected, to become subject to uniform construction cost accounting procedures. Current law provides for the development of cost accounting standards and an alternative method for the bidding of public works projects by public entities. The act defines “public project” to include, among other things, construction, reconstruction, erection, alteration, renovation, improvement, demolition, and repair work involving any publicly owned, leased, or operated facility.</p> <ul style="list-style-type: none"> • This bill would define “public project” to additionally include installations involving any publicly owned, leased, or operated facility. 	

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AB 2205 Patterson, Joe R Electricity: mandatory rate reduction.	2/26/2024-A. U. & E. 2/26/2024-Referred to Com. on U. & E.	Current law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. <ul style="list-style-type: none"> • This bill would require the commission to reduce the kilowatt-per-hour rate for electricity charged to ratepayers by not less than 30%. 	
AB 2234 Boerner D Vehicles: electric bicycles.	4/22/2024-A. APPR. 4/23/2024-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 1.) (April 22). Re-referred to Com. on APPR.	Current law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under current law, a “class 1 electric bicycle” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a “class 2 electric bicycle” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a “class 3 electric bicycle” is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person under 16 years of age from operating a class 3 electric bicycle. <ul style="list-style-type: none"> • This bill, the San Diego Electric Bicycle Safety Pilot Program, would, until January 1, 2029, authorize a local authority within the County of San Diego, or the County of San Diego in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. • The bill would make a violation of an ordinance or resolution that 	

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		is adopted for this purpose an infraction punishable by either a fine of \$25 or completion of an electric bicycle safety and training course, as specified.	
AB 2243 Wicks D Affordable Housing and High Road Jobs Act of 2022: objective standards and affordability and site criteria.	4/25/2024-A. APPR. 4/25/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (April 24). Re-referred to Com. on APPR.	The Affordable Housing and High Road Jobs Act of 2022, until January 1, 2033, authorizes a development proponent to submit an application for an affordable housing development or a mixed-income housing development that meets specified objective standards and affordability and site criteria, including being located within a zone where office, retail, or parking are a principally permitted use. The act makes a development that meets those objective standards and affordability and site criteria a use by right and subject to one of 2 streamlined, ministerial review processes depending on, among other things, the affordability requirements applicable to the project. • This bill would make various changes to the objective standards and affordability and site criteria applicable to an affordable housing development or mixed-income housing development subject to the streamlined, ministerial review process under the act.	
AB 2261 Garcia D Transportation: federal funding: tribes.	4/24/2024-A. CONSENT CALENDAR 4/25/2024-Read second time. Ordered to Consent Calendar.	Would, to the extent permitted by federal and state law, require a federally recognized Native American tribe to be eligible for federal funding for a transportation project and authorize the tribe to be the lead agency for a transportation project that receives federal funding.	
AB 2266 Petrie-Norris D California Hybrid and Zero-Emission Truck	2/26/2024-A. TRANS. 4/4/2024-In committee: Set, first hearing. Hearing canceled at the request of author.	The State Air Resources Board administers the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project under which the agency issues a limited number of vouchers to incentivize the purchase and use of zero-emission commercial vehicles.	

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and Bus Voucher Incentive Project: vehicle eligibility.		<ul style="list-style-type: none"> • This bill would require the state board to authorize a voucher issued under the program to be used for the acquisition of any zero-emission vehicle that meets specified requirements. 	
AB 2274 Dixon R Taxation: sales and use taxes: exemption: school supplies tax holiday.	2/26/2024-A. REV. & TAX 4/1/2024-Re-referred to Com. on REV. & TAX. In committee: Set, second hearing. Hearing canceled at the request of author.	Would, on and after January 1, 2025, and before January 1, 2030, exempt from sales and use taxes the gross receipts from the sale of, and the storage, use, or other consumption of, qualified school supplies, as defined, purchased during the first weekend in August, beginning at 12:01 a.m. on Saturday and ending at 11:59 p.m. on Sunday.	
AB 2283 Pacheco D Civil actions: electronic service.	2/26/2024-A. JUD. 4/25/2024-From committee chair, with author's amendments: Amend, and re-refer to Com. on JUD. Read second time and amended.	Current law authorizes the service of documents in a civil action by electronic means pursuant to rules adopted by the Judicial Council. Current law requires a court, on and after July 1, 2024, to electronically transmit those documents to a party who is subject to mandatory electronic service, or who has consented to accept electronic service, as specified. <ul style="list-style-type: none"> • This bill would extend the deadline for courts to comply with the requirement described above to July 1, 2025, and would make a conforming change to clarify that court's electronic transmittal of documents constitutes service of those documents. 	
AB 2284 Grayson D County employees' retirement: compensation.	4/22/2024-A. THIRD READING 4/22/2024-Read second time. Ordered to third reading.	The County Employees Retirement Law of 1937 (CERL) authorizes counties to establish retirement systems pursuant to its provisions in order to provide pension benefits to their employees. CERL generally vests management of each retirement system in a board of retirement. CERL defines "compensation earnable" by a member, for the purpose of calculating benefits, to mean the average compensation, as determined by the board, for the period under consideration upon the basis of the average number of days	

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		<p>ordinarily worked by persons in the same grade or class of positions during the period, and the same rate of pay, subject to certain exceptions.</p> <ul style="list-style-type: none"> • This bill would authorize a retirement system, to the extent it has not defined “grade” in the above-described circumstances, to define “grade” to mean a number of employees considered together because they share similarities in job duties, schedules, unit recruitment requirements, work location, collective bargaining unit, or other logical work-related group or class, as specified. 	
<p>AB 2286 Aguiar-Curry D</p> <p>Vehicles: autonomous vehicles.</p>	<p>4/24/2024-A. APPR. 4/25/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 1.) (April 24). Re-referred to Com. on APPR.</p>	<p>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 or deployment permit that resulted in damage of property, bodily injury, or death within 10 days of the collision.</p> <ul style="list-style-type: none"> • The bill would require a manufacturer of an autonomous vehicle to annually submit to the department specified information regarding the deactivation of the autonomous mode for its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that were operating under a testing or deployment permit that authorized the vehicle to operate on public roads. 	
<p>AB 2290 Friedman D</p> <p>Transportation: Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program.</p>	<p>4/8/2024-A. APPR. 4/9/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 4.) (April 8). Re-referred to Com. on APPR.</p>	<p>Current law establishes 4 classifications of bikeways and defines a “Class III bikeway” as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.</p> <ul style="list-style-type: none"> • This bill would prohibit the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless 	

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		the project is on a street with a design speed limit of 20 miles per hour or less or the project will reduce the design speed limit to 20 miles per hour or less.	
AB 2299 Flora R Labor Commissioner: whistleblower protections: model list of rights and responsibilities.	4/18/2024-A. APPR. 4/18/2024-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (April 17). Re-referred to Com. on APPR.	Current law prohibits employers from making, adopting, or enforcing a policy that prevents an employee from disclosing violations of a state or federal statute, or a violation or noncompliance with a local, state, or federal regulation to, among others, a government or law enforcement agency, or from retaliating against an employee who makes a disclosure. Current law requires an employer to prominently display a list of employees' rights and responsibilities under the whistleblower laws, as prescribed. Current law creates the Division of Labor Standards Enforcement within the Department of Industrial Relations and vests the division with the general duty of enforcing labor laws. Current law provides that the Labor Commissioner is the Chief of the Division of Labor Standards Enforcement. <ul style="list-style-type: none"> • This bill would require the Labor Commissioner to develop a model list of employees' rights and responsibilities under the whistleblower laws, as specified. 	
AB 2302 Addis D Open meetings: local agencies: teleconferences.	4/15/2024-A. THIRD READING 4/15/2024-Read second time. Ordered to third reading.	The Ralph M. Brown 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	

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		<p>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, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in specified circumstances if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law imposes prescribed restrictions on remote participation by a member under these alternative teleconferencing provisions, including establishing limits on the number of meetings a member may participate in solely by teleconference from a remote location, prohibiting such participation for a period of more than 3 consecutive months or 20% of the regular meetings for the local agency within a calendar year, or more than 2 meetings if the legislative body regularly meets fewer than 10 times per calendar year.</p> <ul style="list-style-type: none"> • This bill would revise those limits, instead prohibiting such participation for more than a specified number of meetings per year, based on how frequently the legislative body regularly meets. 	
<p>AB 2312 Wallis R</p> <p>Personal income taxes: deduction: qualified education loans.</p>	<p>4/8/2024-A. REV. & TAX SUSPENSE FILE 4/8/2024-In committee: Set, first hearing. Referred to REV. & TAX. suspense file.</p>	<p>The Personal Income Tax Law allows, by way of conformity with deductions allowed under federal income tax law, various deductions in computing the income that is subject to the taxes imposed by the Personal Income Tax Law, including a deduction against gross income for interest paid on qualified education loans not to exceed a specified limit.</p>	

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		<ul style="list-style-type: none"> • This bill, for taxable years beginning on or after January 1, 2024, and before January 1, 2029, would remove the limit on the deduction described above, as specified. 	
AB 2314 Lee D Tribal housing developments: use by right: density.	3/18/2024-A. H. & C.D. 4/17/2024-In committee: Set, first hearing. Hearing canceled at the request of author.	The Planning and Zoning Law authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards, including, among others, that the development proponent has committed to record, prior to the issuance of the first building permit, a land use restriction or covenant providing that any lower or moderate-income housing units required remain available at affordable housing costs or rent to persons and families of lower or moderate income, as specified. <ul style="list-style-type: none"> • This bill would deem a tribal housing development that is located on a site owned in fee simple by the tribe an allowable use if it satisfies specified requirements, including that it is located on an infill lot and it is not located on an environmentally sensitive site, as specified. • The bill would define “allowable use” for purposes of these provisions to mean that the development project is a permitted use regardless of zoning designation, as specified. 	
AB 2325 Lee D San Francisco Bay Area Rapid Transit	2/26/2024-A. L. GOV. 2/26/2024-Referred to Com. on L. GOV.	Under current law, the officers of the San Francisco Bay Area Rapid Transit District consist of the members of the board, a secretary, a general manager, a general counsel, a treasurer, a controller, and other officers, assistants, and deputies that the board may provide for by ordinance or resolution, as specified. Current law requires the	

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District: officers: designation and appointment.		<p>board to appoint, and authorizes the board to remove, the secretary, the general manager, the general counsel, the treasurer, and the controller. Current law requires all other officers and employees of the district to be appointed by, and to serve at the pleasure of, the general manager.</p> <ul style="list-style-type: none"> • This bill would eliminate the treasurer and controller as specifically designated officers of the district and as positions subject to appointment and removal by the board. • The bill would also eliminate specified qualifications applicable to the controller. 	
<p>AB 2331 Gabriel D</p> <p>Voluntary carbon market disclosures.</p>	<p>4/25/2024-A. THIRD READING 4/25/2024-Read second time. Ordered to third reading.</p>	<p>Current law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Current law requires a business entity that is marketing or selling voluntary carbon offsets, as defined, within the state to disclose on the business entity’s internet website specified information about the applicable carbon offset project. Current law also requires an entity that makes claims regarding the achievement of net zero emissions, claims regarding carbon neutrality, or other claims implying the entity, related or affiliated entity, or a product does not add net carbon dioxide or greenhouse gases to the climate or has made significant reductions to its carbon dioxide or greenhouse gas emissions, as described, to disclose on the entity’s internet website specified information pertaining to all greenhouse gas emissions associated with its claims. Existing law requires these disclosures to be updated no less than annually.</p> <ul style="list-style-type: none"> • This bill would exclude from the definition of “voluntary carbon offset” a renewable energy certificate issued through an accounting 	

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		system of a governmental regulatory body, as specified, or a low-carbon fuel standard credit.	
AB 2333 Santiago D State highways: airspace leases: report.	4/1/2024-A. APPR. 4/2/2024-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 1). Re-referred to Com. on APPR.	Current law authorizes the Department of Transportation to lease to public agencies or private entities areas above or below state highways, subject to any reservations, restrictions, and conditions that the department deems necessary to ensure adequate protection to the safety and the adequacy of highway facilities and to abutting or adjacent land uses. • This bill would require the department, on or before January 1, 2026, and annually thereafter, to submit a report to the Assembly and Senate Committees on Transportation with specified information on every airspace site leased by the department, including information about site inspections and each site’s proximity to sensitive infrastructure.	
AB 2334 Grayson D Surplus land.	2/12/2024-A. PRINT 2/13/2024-From printer. May be heard in committee March 14.	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 written notice of availability for open-space purposes to specified entities. • This bill would make a nonsubstantive change to the provisions regarding written notice of availability for open-space purposes.	
AB 2335 McKinnor D	4/17/2024-A. APPR. 4/17/2024-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 5.	The State Civil Service Act prescribes a comprehensive personnel system for the state, with appointments to be based on merit and fitness established by competitive tests. Current law states the purposes of the State Civil Service Act, including, among others, to	

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Public employment: compensation and classification.	Noes 0.) (April 17). Re-referred to Com. on APPR.	provide a comprehensive personnel system in which positions involving comparable duties and responsibilities are similarly classified and compensated. • This bill would expand that purpose to include that the compensation relationship between state civil positions with comparable duties and responsibilities is maintained.	
AB 2350 Hoover R Open meetings: school boards: emergencies: notifications by email.	4/25/2024-A. APPR. 4/25/2024-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (April 24). Re-referred to Com. on APPR.	The Ralph M. Brown Act generally requires that meetings of a legislative body of a local agency be conducted openly and that the body provide notice, as specified, prior to its meetings. In an emergency situation involving matters upon which prompt action is necessary due to the disruption or threatened disruption of public facilities, current law authorizes a legislative body to hold an emergency meeting without complying with specified 24-hour notice and posting requirements. Current law instead requires the presiding officer of the legislative body, or a designee, to notify specified media entities by telephone one hour before the emergency meeting or at or near the time the members of the legislative body are notified, as specified. If the telephone services are not functioning, existing law waives this notification requirement and requires the legislative body, or a designee, to notify those media entities of certain details of the emergency meeting as soon after the meeting as possible. • This bill would authorize a school board holding an emergency meeting, as described above, to fulfill the premeeting notification requirement by email instead of by telephone. If the internet and telephone services are not functioning, the bill would similarly waive the premeeting notification requirement and require the postmeeting notification described above.	

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<p>AB 2358 Low D</p> <p>Employment Development Department: disclosure of wage information: qualified third-party vendors.</p>	<p>4/17/2024-A. APPR. 4/17/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 17). Re-referred to Com. on APPR.</p>	<p>Would require the Employment Development Department to release an employee’s wage information to a qualified third-party vendor if the employee has provided the department written permission for that release.</p> <ul style="list-style-type: none"> • The bill would require the department to allow, at the request of the employee, the electronic transmission of the employee’s wage information directly to or through a qualified third-party vendor for permissible uses, as defined. • The bill would require the department to enter into an agreement with a qualified third-party vendor to allow for electronic transmission of an employee’s wage information for permissible uses. • The bill would require a qualified third-party vendor to use the employee’s wage information for a permissible use and to share the employee’s wage information with a subscriber, subject to specified restrictions the bill would impose on the subscriber. • The bill would provide that wage information is confidential, as specified. • The bill would prohibit the department from expending any additional state funds to execute the terms of the agreement with a qualified third-party vendor. • The bill would make any person who knowingly accesses, uses, or discloses any information made confidential by the bill’s provisions without authorization, as provided, guilty of a misdemeanor. 	
<p>AB 2361 Davies R</p> <p>Planning and zoning: regional housing needs:</p>	<p>2/26/2024-A. H. & C.D. 4/10/2024-In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes, among other specified mandatory elements, a housing element. That law,</p>	

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exchange of allocation: Counties of Orange and San Diego.		<p>for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. That law further requires the appropriate council of governments, or, for cities and counties without a council of governments, the department, to adopt a final regional housing plan that allocates a share of the regional housing need to each city, county, or city and county in accordance with certain requirements.</p> <ul style="list-style-type: none"> • This bill would establish a pilot program for the Counties of Orange and San Diego, and the cities therein. • The bill would authorize a city or county within the pilot program, by agreement, to transfer all or a portion of its allocation of regional housing need to another city or county within the pilot program. 	
<p>AB 2364 Rivas, Luz D</p> <p>Property service worker protection.</p>	<p>4/18/2024-A. APPR. 4/18/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (April 17). Re-referred to Com. on APPR.</p>	<p>Current law requires every employer of janitors to register annually with the Labor Commissioner and requires the Division of Labor Standards Enforcement to enforce the provisions relating to the registration of those employers. Current law requires those employers to keep records for 3 years that include, among other information, hours worked daily by each employee and the wage and wage rate paid each payroll period. Current law prohibits the division from approving the registration of any employer unless the employer has executed a written application, sworn by the employer, that contains specified information, including attestation that a specified sexual violence and harassment prevention training was completed.</p> <ul style="list-style-type: none"> • This bill would require the employer, beginning January 1, 2026, to also keep records of whether, in the preceding year, any employee 	

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		worked at a production rate exceeding an average of 2,000 square feet per hour during any shift.	
AB 2394 Grayson D California Environmental Quality Act.	2/12/2024-A. PRINT 2/13/2024-From printer. May be heard in committee March 14.	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 makes various legislative findings and declarations regarding the maintenance of a quality environment for the people of this state and states the intent of the Legislature for state agencies to regulate activities so that major consideration is given to preventing environmental damage. <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to those findings and declarations, and to the statement of intent. 	
AB 2400 Rivas, Luz D California Alternative Energy and Advanced Transportation Financing Authority Act.	4/23/2024-A. REV. & TAX SUSPENSE FILE 4/23/2024-Re-referred to Com. on REV. & TAX.	Existing sales and use tax laws impose 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, 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 California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority. The act authorizes, until January 1, 2026, the authority to provide financial assistance to a participating party in the form of specified sales and use tax exclusions for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air	

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		<p>and water pollution or energy consumption. The act prohibits the sales and use tax exclusions from exceeding \$100,000,000 for each calendar year, except as provided. The Sales and Use Tax Law, for the purposes of the taxes imposed pursuant to that law, until January 1, 2026, excludes the lease or transfer of title of tangible personal property constituting a project to any contractor for use in the performance of a construction contract for a participating party that will use that property as an integral part of the approved project.</p> <ul style="list-style-type: none"> • This bill would extend the authorization to provide financial assistance in the form of a sales and use tax exclusion for qualifying projects to January 1, 2031, and would extend the sales and use tax exclusion to January 1, 2031. • The bill would make other conforming changes. 	
<p>AB 2401 Ting D</p> <p>Clean Cars 4 All Program.</p>	<p>4/22/2024-A. APPR. 4/23/2024-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 11. Noes 0.) (April 22). Re-referred to Com. on APPR.</p>	<p>Current law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board, to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Current law requires the implementing regulations to ensure that the program complies with certain requirements.</p> <ul style="list-style-type: none"> • This bill would require the implementing regulations for the Clean Cars 4 All Program to additionally ensure that, among other things, incentives provided under the program are available in all areas of the state and that, in those areas where a local air district has not elected to manage the distribution of incentives, the state board manages the distribution of incentives to eligible residents of those areas, and would make certain conforming changes in that regard. 	

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		<ul style="list-style-type: none"> • The bill would require, as one of the program goals for replacement of passenger vehicles and trucks, the state board to prioritize vehicle retirement in areas of the state that meet specified criteria, including those areas with the highest percentage of people residing in disadvantaged and low-income communities. 	
AB 2403 Bonta D Community colleges: student equity plan.	4/23/2024-A. APPR. 4/24/2024-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 10. Noes 0.) (April 23). Re-referred to Com. on APPR.	Current law establishes the Student Equity and Achievement Program and requires a community college district, as a condition of the receipt of funds under the program, to comply with specified requirements, including the maintenance of a student equity plan to ensure equal educational opportunities and promote student success for all students, regardless of race, gender, age, disability, or economic circumstances. Current law requires a student equity plan to be developed with the active involvement of all groups on campus as required by law, including, but not limited to, the academic senate, academic faculty and staff, student services, and students, and with the involvement of appropriate people from the community. <ul style="list-style-type: none"> • This bill would require a student equity plan to also include a description of the active involvement of all groups on campus in developing the student equity plan for each community college in the community college district. 	
AB 2404 Lee D State and local public employees: labor relations: strikes.	4/23/2024-A. APPR. 4/23/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 2.) (April 23). Re-referred to Com. on APPR.	The Meyers-Milias-Brown Act and the Ralph C. Dills Act regulate the labor relations of employees and employers of local public agencies and the state, respectively. The acts grant specified employees of local public agencies and the state the right to form, join, and participate in the activities of employee organizations of their choosing.	

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		<ul style="list-style-type: none"> • This bill would provide, except as specified, that it is not unlawful or a cause for discipline or other adverse action against a public employee for that public employee to refuse to enter property that is the site of a primary strike, perform work for a public employer involved in a primary strike, or go through or work behind a primary strike line. • The bill would prohibit a public employer from directing a public employee to take those actions. • The bill would authorize a recognized employee organization to inform employees of these rights and encourage them to exercise those rights. 	
AB 2413 Rivas, Luz D Public Utilities Act.	2/12/2024-A. PRINT 2/13/2024-From printer. May be heard in committee March 14.	The Public Utilities Act contains laws directing the commission’s regulation of public utilities. <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to the law naming the act. 	
AB 2418 Patterson, Jim R Vehicular air pollution: heavy-duty trucks.	2/26/2024-A. TRANS. 2/26/2024-Referred to Com. on TRANS.	Current law requires the state board to adopt and implement emission standards for new motor vehicles for the control of emissions from new motor vehicles that the State Air Resources Board finds to be necessary and technologically feasible, as provided. Current state regulations establish exhaust emissions standards and test procedures for 1985 and subsequent model heavy-duty engines and vehicles, as provided. Current law defines “heavy-duty” for purposes of laws governing air resources. <ul style="list-style-type: none"> • This bill would exempt, notwithstanding any other law, a 2024 and subsequent model heavy-duty truck that meets federal exhaust emission standards from the state regulations described above 	

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		governing exhaust emissions standards and test procedures for 1985 and subsequent model heavy-duty engines and vehicles.	
AB 2430 Alvarez D Planning and zoning: density bonuses: monitoring fees.	4/25/2024-A. APPR. 4/25/2024-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (April 24). Re-referred to Com. on APPR.	The Density Bonus Law requires a city, county, or city and county to provide a developer that proposes a housing development within the city or county with a density bonus, waivers or reductions of development standards and parking ratios, and other incentives or concessions, as specified, if the developer agrees to construct certain types of housing, including a housing development in which 100% of the units are for lower income households, except that up to 20% of the units in the development may be for moderate-income households, as specified. <ul style="list-style-type: none"> • This bill would prohibit a city, county, or city and county from charging a monitoring fee, as defined, on those types of housing developments if certain conditions are met, except as specified. • The bill would provide that, beginning on January 1, 2025, any housing development that is currently placed in service, is subject to monitoring fees, and meets those conditions shall no longer be subject to those fees. 	
AB 2439 Quirk-Silva D Public works: prevailing wages: access to records.	4/18/2024-A. APPR. 4/18/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (April 17). Re-referred to Com. on APPR.	Existing law defines “public works,” for the purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing 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	

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		<p>employee employed by the contractor or subcontractor in connection with the public work. Existing 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.</p> <ul style="list-style-type: none"> • This bill would require an owner, a developer, or the agent of an owner or developer, that, among other things, receives public funds from a public agency to perform specified public works projects, to make available upon written request from a joint labor-management committee, a multiemployer Taft-Hartley trust fund, or a specified tax-exempt organization specified public works records in their possession, including requests for bids and submitted bid documents, inspection and work logs, and funding documentation. 	
<p>AB 2463 Alanis R</p> <p>Railroad employee safety.</p>	<p>2/13/2024-A. PRINT 2/14/2024-From printer. May be heard in committee March 15.</p>	<p>Current law grants the Division of Occupational Safety and Health jurisdiction over the safety and health of railroad employees, as specified. Current law authorizes a conductor to place a pusher engine ahead of the caboos, as defined, if conditions warrant it for the safety of the occupants of a caboos.</p> <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to provisions relating to the above-described authority of a conductor. 	

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AB 2472 Alvarez D State freeways: air space.	2/13/2024-A. PRINT 2/14/2024-From printer. May be heard in committee March 15.	Current law authorizes a public agency that has responsibility for the planning and development of public transportation systems to use airspace over or under an existing state freeway as a route for a public transportation system, as provided. • This bill would make nonsubstantive changes to this provision.	
AB 2474 Lackey R Retirement: County Employees Retirement Law of 1937: benefit payments and overpayments.	4/25/2024-S. RLS. 4/25/2024-Read third time. Passed. Ordered to the Senate. (Ayes 75. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.	The Public Employees’ Pension Reform Act of 2013 (PEPRA) prescribed various limitations on public employees, employers, and retirement systems concerning, among other things, the types of remuneration that may be included in compensation that is applied to pensions. Under CERL, the board of retirement is required to comply with and give effect to a revocable written authorization signed by a retired member or beneficiary of a retired member, as described, authorizing the treasurer or other entity authorized by the board to deliver the monthly warrant, check, or electronic fund transfer for the retirement allowance or benefit to any specified bank, savings and loan institution, or credit union to be credited to the account of the retired member or survivor of a deceased retired member. • This bill would also define “account of the retired member or survivor of a deceased retired member” to include an account held in a living trust or an income-only trust, as specified.	
AB 2480 Garcia D Zero-emission schoolbus replacement grants: private contractors.	3/4/2024-A. TRANS. 4/22/2024-In committee: Set, first hearing. Hearing canceled at the request of author.	Current law appropriates, for the 2023–24 fiscal year, \$375,000,000 from the General Fund to the State Air Resources Board for the Hybrid and Zero-Emission Truck and Voucher Incentive Project to fund grants to local educational agencies, as defined, for zero-emission schoolbuses to replace heavy-duty internal combustion schoolbuses owned by local educational agencies, as specified, and \$125,000,000 from the General Fund to the State Energy Resources	

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		<p>Conservation and Development Commission to fund grants to local educational agencies for zero-emission schoolbus charging or fueling infrastructure and related activities, including, but not limited to, charging or fueling stations, equipment, site design, construction, and related infrastructure upgrades, in order to complement those vehicle investments, as specified.</p> <ul style="list-style-type: none"> • This bill would also make the above-described grants available to a private contractor, defined as an entity under contract with a school district, county office of education, or charter school with ownership of title for a schoolbus that is used to provide transportation services for the school district, county office of education, or charter school, as provided. By expanding the scope of eligibility for purposes of an appropriation, the bill would make an appropriation. 	
<p>AB 2487 Fong, Mike D</p> <p>Deputy Secretary for Climate.</p>	<p>4/17/2024-A. APPR. 4/18/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 17). Re-referred to Com. on APPR.</p>	<p>Current law, upon appropriation by the Legislature, establishes the position of Deputy Secretary for Climate within the Labor and Workforce Development Agency, to be appointed by the Governor and subject to confirmation by the Senate, for the purpose of assisting in the oversight of California’s workforce transition to a sustainable and equitable carbon-neutral economy. Current law requires the deputy secretary to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified. On or before January 1, 2025, and annually thereafter, current law requires the deputy secretary to submit a report to the Legislature on key findings and recommendations regarding the development and implementation of the workforce transition to a sustainable and equitable clean energy economy.</p> <ul style="list-style-type: none"> • This bill would also require the deputy secretary to create and 	

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		maintain a green jobs website that serves as the central hub for employment opportunities related to the transition to carbon-neutral jobs.	
AB 2488 Ting D Downtown revitalization and economic recovery financing districts: City and County of San Francisco.	4/25/2024-A. THIRD READING 4/25/2024-Read second time. Ordered to third reading.	Would authorize the City and County of San Francisco to designate a downtown revitalization and economic recovery financing district for the purpose of financing office-to-residential conversion projects with incremental tax revenues generated by office-to-residential conversion projects within the district. <ul style="list-style-type: none"> • The bill would require the boundaries of the district to be contiguous with the boundaries of the City and County of San Francisco. 	
AB 2495 Muratsuchi D Electricity: state policy: joint report.	4/15/2024-A. NAT. RES. 4/24/2024-In committee: Set, final hearing. Hearing canceled at the request of author.	Current law establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 90% of all retail sales of electricity to California end-use customers by December 31, 2035, 95% of all retail sales of electricity to California end-use customers by December 31, 2040, 100% of all retail sales of electricity to California end-use customers by December 31, 2045, and 100% of electricity procured to serve all state agencies by December 31, 2035, as provided. Current law requires the PUC, the State Energy Resources Conservation and Development Commission (Energy Commission), and the State Air Resources Board, in consultation with all California balancing authorities, as defined, as part of a public process, to issue, on or before January 1, 2021, and at least every 4 years thereafter, a joint report to the Legislature containing certain information, including, among other information, the barriers to, and benefits of, achieving the state policy, as specified. <ul style="list-style-type: none"> • This bill would additionally require the Public Utilities 	

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		Commission (PUC), the Energy Commission, and the State Air Resources Board, in each joint report issued on or after January 1, 2026, to additionally include an evaluation identifying the geographic locations for development of certain renewable energy resources and zero-carbon resources, a review of certain decarbonization needs from the building, heavy industry, and transportation sectors, and a statewide transmission plan, as specified.	
AB 2499 Schiavo D Unlawful employment practices: discrimination for time off.	4/16/2024-A. APPR. 4/18/2024-Re-referred to Com. on APPR.	Current law, subject to specified requirements for the employee, prohibits an employer from discharging or in any manner discriminating against an employee for taking time off to serve on a jury, an employee who is a victim of a crime for taking time off to appear in court as a witness in any judicial proceeding, an employee who is a victim for taking time off from work to obtain or attempt to obtain prescribed relief, or an employee because of the employee's status as a victim of crime or abuse. Current law requires an employer to provide reasonable accommodations for a victim of domestic violence, sexual assault, or stalking, who requests an accommodation for the safety of the victim while at work. Current law requires reinstatement and reimbursement for discrimination or retaliation, as prescribed. Current law makes an employer's willful refusal to restore an employee or former employee who has been determined to be eligible for rehiring or promotion by a grievance procedure or hearing authorized by law guilty of a misdemeanor. Current law authorizes an employee who is discriminated or retaliated against because the employee has exercised these rights to file a complaint with the Division of Labor Standards Enforcement of the Department of Industrial Relations. Existing law defines terms	

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		<p>for these purposes.</p> <ul style="list-style-type: none"> • This bill would revise and recast the jury, court, and victim time off provisions for employees as unlawful employment practices within the California Fair Employment and Housing Act and, thus, within the enforcement authority of the Civil Rights Department. • The bill would remove the threshold of 25 or more employees from the provisions for victims of crime or abuse and, except as specified, apply its provisions to a person who directly employs one or more persons to perform services for a wage or salary. • The bill would refer to a “qualifying act of violence,” as defined, instead of crime, or crime or abuse. • The bill would substantially revise existing definitions for its purposes, including defining “victim” as an individual against whom a qualifying act of violence is committed. • The bill would prohibit an employer from discharging or in any manner discriminating or retaliating against an employee who is a victim or who has a family member who is a victim for taking time off from work to obtain or attempt to obtain any relief. 	
<p>AB 2503 Lee D</p> <p>California Environmental Quality Act: exemption: passenger rail projects.</p>	<p>4/24/2024-A. CONSENT CALENDAR 4/25/2024-Read second time. Ordered to Consent Calendar.</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, until January 1, 2030, exempts from its requirements certain transportation-related projects if specified requirements are met, including that a local agency, as defined, is carrying out the project and that the project will be completed by a skilled and trained workforce, as provided. CEQA includes within</p>	

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		<p>these exempt transportation-related projects a public project for the institution or increase of bus rapid transit, bus, or light rail service, which will be exclusively used by low-emission or zero-emission vehicles, on existing public rights-of-way or existing highway rights-of-way. Current law requires the lead agency, if it determines that a transportation-related project is exempt from CEQA and determines to carry out the project, to file a notice of exemption with the Office of Planning and Research and the county clerk in which the project is located.</p> <ul style="list-style-type: none"> • This bill would expand that exemption from CEQA to include a public project for the institution or increase of other passenger rail service, which will be exclusively used by zero-emission trains, on existing public rights-of-way or existing highway rights-of-way. Because the bill would increase the duties of the county clerk, this bill would impose a state-mandated local program. 	
<p>AB 2525 Zbur D</p> <p>State highways: property leases.</p>	<p>4/8/2024-A. APPR. 4/9/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 4.) (April 8). Re-referred to Com. on APPR.</p>	<p>Current law vests the Department of Transportation with full possession and control of the state highway system, including associated property. Current law authorizes the department to offer leases to the City of Los Angeles on a right of first refusal basis for any airspace under a freeway or certain real property acquired for highway purposes located in the city for purposes of an emergency shelter or feeding program for a lease amount, for up to 10 parcels, of \$1 per month, and a payment of an administrative fee not to exceed \$500 per year, as specified.</p> <ul style="list-style-type: none"> • This bill would expand the purposes for which these leases may be issued to include an emergency shelter or feeding program, a secure vehicle lot program, or any combination of those purposes. 	

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<p>AB 2535 Bonta D</p> <p>Trade Corridor Enhancement Program.</p>	<p>4/22/2024-A. APPR. 4/25/2024-Re-referred to Com. on APPR.</p>	<p>Current law requires the California Transportation Commission, under a program commonly known as the Trade Corridor Enhancement Program, to allocate, upon appropriation by the Legislature, revenues from a specified portion of the state excise tax on diesel fuel and certain federal funds to infrastructure projects located on or along specified transportation corridors. Under current law, eligible projects under the program include, among others, highway improvements to more efficiently accommodate the movement of freight and environmental and community mitigation or efforts to reduce environmental impacts of freight movement. Under the program, existing law requires the commission to adopt a program of projects from projects nominated by the Department of Transportation and local agencies. In adopting the program of projects, existing law requires the commission to evaluate the total potential economic and noneconomic benefits of the program of projects to California’s economy, environment, and public health, and to specifically assess localized impacts in disadvantaged communities. Current law also requires the California Environmental Protection Agency to identify disadvantaged communities, and, pursuant to that requirement, the agency has developed a tool to identify those communities, commonly known as CalEnviroScreen.</p> <ul style="list-style-type: none"> • This bill would, commencing January 1, 2025, require the commission, the Department of Housing and Community Development, and the State Air Resources Board to create guidance for the programming of projects under the Trade Corridor Enhancement Program that expand the physical footprint of a highway in a community in the highest 10% of CalEnviroScreen 	

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		communities. Commencing January 1, 2028, the bill would require this guidance to be incorporated into the programming cycle.	
AB 2553 Friedman D Housing development: major transit stops: vehicular traffic impact fees.	4/24/2024-A. CONSENT CALENDAR 4/25/2024-Read second time. Ordered to Consent Calendar.	The California Environmental Quality Act (CEQA) exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines “major transit stop” to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. <ul style="list-style-type: none"> • This bill would revise the definition of “major transit stop” to increase the frequency of service interval to 20 minutes. 	
AB 2557 Ortega D Local agencies: contracts for special services and temporary help: performance reports.	4/23/2024-A. APPR. 4/25/2024-Read second time and amended.	Current law relating to the government of counties authorizes a county board of supervisors to contract for certain types of special services on behalf of the county, any county officer or department, or any district or court in the county. Current law requires those special services contracts to be with persons who are specially trained, experienced, expert, and competent to perform those services. <ul style="list-style-type: none"> • This bill would require each person who enters into a contract for special services with the board of supervisors to submit quarterly performance reports, as prescribed, every 90 days, to the board of supervisors and the exclusive representative of the employee organization. • The bill would require the board or its representative to monitor quarterly performance reports to evaluate the quality of services. 	

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<p>AB 2570 Patterson, Joe R</p> <p>Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program.</p>	<p>4/24/2024-A. APPR. 4/24/2024-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 9. Noes 0.) (April 24). Re-referred to Com. on APPR.</p>	<p>Current law requires the Department of Housing and Community Development to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. Current law requires that the report include, among other things, the number of units assisted by those programs and the number of individuals and households served and their income level.</p> <ul style="list-style-type: none"> • This bill would additionally require that this report include an evaluation of the Homeless Housing, Assistance, and Prevention (HHAP) program. 	
<p>AB 2572 Muratsuchi D</p> <p>Ocean carbon dioxide removal projects.</p>	<p>4/22/2024-A. APPR. 4/25/2024-Re-referred to Com. on APPR.</p>	<p>Current law requires the State Air Resources Board to establish a Carbon Capture, Removal, Utilization, and Storage Program to capture, remove, and store carbon dioxide, as provided.</p> <ul style="list-style-type: none"> • This bill would require the state board, among other things, to develop, by January 1, 2027, a plan to include ocean carbon dioxide removal technology and projects that it determines are environmentally safe and sustainable into the Carbon Capture, Removal, Utilization, and Storage Program, and to qualify environmentally safe and sustainable projects for inclusion in carbon credit programs, including, but not limited to, the Low Carbon Fuel Standard regulations and the market-based compliance mechanism, as provided. • The bill would require the state board and any agency with a relevant financial incentive program, as specified, to consider whether it is appropriate to make an ocean carbon dioxide removal project eligible for that financial incentive program, to the extent the 	

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		ocean carbon dioxide removal project achieves similar or better climate and environmental policy goals.	
AB 2590 Reyes D San Bernardino County Transportation Authority: contracting.	3/21/2024-A. L. GOV. 4/1/2024-Re-referred to Com. on L. GOV.	Existing law creates the San Bernardino County Transportation Authority with various powers and duties relative to transportation planning and funding in the County of San Bernardino. Existing law requires the authority’s contracts for the purchase of supplies, equipment, and materials, and the construction of all facilities and works, to be let to the lowest responsible bidder when the expenditure required exceeds \$25,000. Existing law also requires the authority to obtain a minimum of 3 quotations, either written or oral, that permit prices and terms to be compared whenever the expected expenditure required exceeds \$1,000 but not \$25,000. <ul style="list-style-type: none"> • This bill would authorize a contract for the purchase of supplies, equipment, or materials with a required expenditure that exceeds \$150,000 to be let to the lowest responsible bidder, or, in the authority’s discretion, to the responsible bidder who submitted a proposal that provides the best value to the authority on the basis of the factors identified in the solicitation. • The bill would also require, to the extent practicable, the authority to obtain a minimum of 3 quotations, either written or oral, that permit prices and terms to be compared whenever the expected expenditure required for the purchase of supplies, equipment, or materials exceeds \$5,000 but does not exceed \$150,000. 	
AB 2611 Wallis R	2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.	Current provisions of the Political Reform Act of 1974 prohibit a public official from making, participating in making, or attempting to use their official position to influence a governmental decision in which they know or have reason to know that they have a financial	

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Political Reform Act of 1974: conflicts of interest.		<p>interest, as defined. However, current law permits a public official to make or participate in the making of a governmental decision, even if the public official knows or has reason to know that the official has a financial interest, if the official's participation is legally required for the action or decision to be made.</p> <ul style="list-style-type: none"> • This bill would make a technical, nonsubstantive change to the provision containing that exception. 	
<p>AB 2626 Dixon R</p> <p>Advanced Clean Fleets regulations: local governments.</p>	<p>3/4/2024-A. TRANS. 3/4/2024-Referred to Coms. on TRANS. and NAT. RES.</p>	<p>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 and sources of air pollution that the state board has found necessary, cost effective, and technologically feasible. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances.</p> <ul style="list-style-type: none"> • This bill would extend the compliance dates for local government set forth in the Advanced Clean Fleets Regulation by 10 years. • The bill would prohibit the state board from taking enforcement action against a local government for violating the Advanced Clean Fleets Regulation if the alleged violation occurs before January 1, 2025. 	

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<p>AB 2639 Patterson, Joe R</p> <p>Forestry: timber operations: maintenance of timberlands for fuels reduction.</p>	<p>4/8/2024-A. APPR. 4/15/2024-Re-referred to Com. on APPR.</p>	<p>The Z'berg-Nejedly Forest Practice Act of 1973 prohibits a person from conducting timber operations unless a timber harvesting plan prepared by a registered professional forester has been submitted to, and approved by, the Department of Forestry and Fire Protection. Current law defines "timber operations" for purposes of the act. The act provides that any person who willfully violates any provision of the act or rule or regulation of the State Board of Forestry and Fire Protection is guilty of a misdemeanor.</p> <ul style="list-style-type: none"> • This bill would expand the definition of "timber operations" to include the maintenance of timberlands through fuels reduction paid in part or in whole with public funds. By expanding the scope of a crime, the bill would create a state-mandated local program. • The bill would provide that timber operations for the maintenance of timberland, paid in part or in whole with public funds, may, as an alternative to obtaining an approved timber harvesting plan, comply with the requirements of the California Environmental Quality Act (CEQA). 	
<p>AB 2645 Lackey R</p> <p>Electronic toll collection systems: information sharing: law enforcement.</p>	<p>4/22/2024-A. APPR. 4/23/2024-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 22). Re-referred to Com. on APPR.</p>	<p>Current law prohibits a transportation agency, as defined, from selling or otherwise providing to any other person or entity, with certain exceptions, personally identifiable information of a person who subscribes to an electronic toll collection system or who uses a toll bridge, toll lane, or toll highway that employs an electronic toll collection system. Under current law, a transportation agency is authorized to make personally identifiable information of a person available to a law enforcement agency only pursuant to a search warrant, except under certain circumstances. Current law defines "personally identifiable information" for these purposes and provides that it includes, among other things, a license plate number.</p>	

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		<p>Current law authorizes a law enforcement agency to request the Department of the California Highway Patrol (CHP) to activate the Emergency Alert System within the appropriate area if that agency determines that a child 17 years of age or younger, or an individual with a proven mental or physical disability, has been abducted and is in imminent danger of serious bodily injury or death, and there is information available that, if disseminated to the general public, could assist in the safe recovery of that person. Current law also authorizes the CHP, upon the request of a law enforcement agency, to activate various other alerts for missing individuals meeting certain criteria and alerts following an attack upon a law enforcement officer or a hit-and-run fatality.</p> <ul style="list-style-type: none"> • This bill, if the CHP activates one of the above-mentioned alerts and that alert contains a license plate number of a vehicle involved in the incident, would require a transportation agency that employs an electronic toll collection system to notify the CHP and the law enforcement agency that requested the alert upon identifying that vehicle with that license plate number using a camera-based vehicle identification system or other electronic medium employed in connection with the electronic toll collection system. 	
<p>AB 2683 Boerner D</p> <p>Public Advocate’s Office: general rate cases: advocating for lower rates.</p>	<p>4/24/2024-A. APPR. 4/25/2024-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 24).</p>	<p>Current law establishes within the commission the independent Public Advocate’s Office to represent and advocate on behalf of the interests of public utility customers and subscribers within the commission’s jurisdiction, as provided. Under current law, the goal of the office is to obtain the lowest possible rate for service consistent with reliable and safe service levels.</p> <ul style="list-style-type: none"> • This bill would revise and recast the above-described goal to instead require the office to, in every general rate case, advocate for 	

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		lower rates before the commission and for service consistent with reliable and safe service levels.	
AB 2687 Flora R Automated traffic enforcement systems.	3/21/2024-A. TRANS. 4/4/2024-In committee: Set, first hearing. Hearing canceled at the request of author.	<ul style="list-style-type: none"> • This bill would, until January 1, 2030, authorize a city or city and county to establish an automated traffic enforcement system for a period of 5 years if, among other things, the system meets the criteria specified above. • The bill would require a violation of any traffic law that is recorded by an automated traffic enforcement system to be subject only to a civil penalty, and would prohibit the Department of Motor Vehicles from suspending or revoking the privilege of a violator to drive a motor vehicle. • The bill would require a notice of violation to be in writing and issued to the registered owner of the vehicle within 15 calendar days of the date of the violation. 	
AB 2697 Irwin D Transportation electrification: electric vehicle charging infrastructure.	4/24/2024-A. APPR. 4/25/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 24). Re-referred to Com. on APPR.	<p>Current law prohibits persons desiring to use an electric vehicle charging station that requires payment of a fee from being required to pay a subscription fee to use the station and from being required to obtain membership in any club, association, or organization as a condition of using the station.</p> <ul style="list-style-type: none"> • This bill would require the State Energy Resources Conservation and Development Commission (Energy Commission) to develop network roaming requirements for electric vehicle chargers and charging station networks by January 1, 2026, that would apply to the charging network of charging network providers that received an incentive from a state agency or through a charge on ratepayers, as 	

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		specified. • The bill would repeal this requirement on January 1, 2035.	
AB 2698 Ta R Route 405: Little Saigon Freeway.	4/15/2024-A. APPR. 4/16/2024-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 15). Re-referred to Com. on APPR.	Existing law vests the Department of Transportation with full possession and control of all state highways. Existing law describes the authorized routes in the state highway system, including that for Route 405 from Route 5 near El Toro to Route 5 near San Fernando. • This bill would specify that Route 405 from Bolsa Chica Road to Magnolia Street in the County of Orange shall be known and designated as the Little Saigon Freeway, and would require the department to determine the cost of appropriate signs showing that special designation and, upon receiving donations from nonstate sources sufficient to cover the cost, to erect those signs, as specified.	
AB 2705 Ortega D Labor Commissioner.	4/16/2024-A. APPR. 4/16/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 1.) (April 16). Re-referred to Com. on APPR.	• This bill would provide a limitations period for any action on a payment bond filed by the Labor Commissioner to be governed by the same timing requirements for the Labor Commissioner to serve a civil wage and penalty assessment.	
AB 2712 Friedman D Preferential parking privileges: transit-oriented development.	4/25/2024-A. THIRD READING 4/25/2024-Read second time. Ordered to third reading.	Current law authorizes a local authority, by ordinance or resolution, to prohibit or restrict the stopping, parking, or standing of vehicles on certain streets or highways during all or certain hours of the day. Current law authorizes the ordinance or resolution to include a designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use and the use of their guests, under which the residents and merchants may be issued permits that exempt them from the	

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		<p>prohibition or restriction of the ordinance or resolution. Current law prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within 1/2 mile of public transit, as defined, unless the public agency makes written findings that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact on, among other things, the city's, county's, or city and county's ability to meet its share of the regional housing need for low- and very low income households.</p> <ul style="list-style-type: none"> • This bill would, for purposes of its provisions, define "development project" to mean a residential, commercial, or other development project exempt from minimum automobile parking requirements, or subject to parking minimum reductions based on any other applicable law, located within the boundaries of the City of Los Angeles. • This bill, for a development project that is located within a preferential parking area, would require the development project to be excluded from the boundaries of the preferential parking area and would prohibit the local authority, as defined, from issuing any permit to the residents, vendors, or visitors of the development project that grants preferential parking privileges. 	
<p>AB 2715 Boerner D</p> <p>Ralph M. Brown Act: closed sessions.</p>	<p>3/4/2024-A. L. GOV. 4/25/2024-Re-referred to Com. on L. GOV.</p>	<p>The Ralph M. Brown Act requires that all meetings of a legislative body of a local agency be open and public and that all persons be permitted to attend and participate. Current law authorizes a legislative body to hold a closed session with specified individuals on, among other things, matters posing a threat to the security of essential public services, as specified.</p>	

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		<ul style="list-style-type: none"> • This bill would additionally authorize a legislative body to hold a closed session with other law enforcement or security personnel and to hold a closed session on a threat to critical infrastructure controls or critical infrastructure information, as defined, relating to cybersecurity. 	
AB 2719 Wilson D Vehicles: commercial vehicle inspections.	4/2/2024-A. APPR. 4/2/2024-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 1). Re-referred to Com. on APPR.	Would authorize a public transit agency, as defined, to request the California Highway Patrol (CHP) to conduct an annual inspection and certification of its fleet. <ul style="list-style-type: none"> • The bill would authorize the Commissioner of the CHP to issue stickers or other devices as evidence of certification. • The bill would exempt any public transit agency vehicle that has been certified through that inspection from the requirement to stop at a roadside inspection. 	
AB 2733 Boerner D Vehicles: special permits.	3/4/2024-A. TRANS. 3/4/2024-Referred to Com. on TRANS.	Current law authorizes the Department of Transportation to issue a special permit to the operator of a vehicle, combination of vehicles, or mobile equipment, permitting the operation and movement of the vehicle, combination, or equipment, and its load, on designated routes if the vehicle, combination, or equipment meets specified criteria, upon adoption of an ordinance or resolution by specified cities covering designated routes. <ul style="list-style-type: none"> • This bill would additionally authorize the Department of Transportation to issue a special permit to the operator of a zero-emission vehicle, as defined, combination of vehicles, or mobile equipment, permitting the operation and movement of the vehicle, combination, or equipment, and its load, on designated routes if the vehicle, combination, or equipment meets specified criteria, upon 	

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		adoption of an ordinance or resolution by the City of San Diego and City of National City covering designated routes.	
AB 2741 Haney D Rental car companies: electronic surveillance technology.	4/8/2024-A. P. & C.P. 4/25/2024-Re-referred to Com. on P. & C.P.	Current law generally governs the transactions between a rental company, also referred to as a rental car company, and its customers. Current law authorizes a rental company and a renter to agree that the renter will be responsible for loss due to theft of the rented vehicle up to its fair market value if the rental company establishes that the renter or authorized driver failed to exercise ordinary care while in possession of the vehicle. Current law presumes that a renter has no liability for any loss due to theft if an authorized driver establishes that the ignition key furnished by the rental company was not in the vehicle at the time of the theft, subject to specified other conditions. • This bill would delete that presumption.	
AB 2744 McCarty D Vehicles: pedestrian, bicycle, and vehicle safety.	3/4/2024-A. TRANS. 4/22/2024-In committee: Set, first hearing. Hearing canceled at the request of author.	Current 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. Current law authorizes a legislative body of a city, whenever this legislative body determines that it is necessary for the more efficient maintenance, construction, or repair of streets and roads within the city, to contract with the board of supervisors of any county for the rental of the county's equipment, as specified. • This bill would, beginning on January 1, 2025, prohibit the construction of slip lanes, as defined.	
AB 2751 Haney D	4/18/2024-A. APPR. 4/18/2024-From committee: Do	• This bill would require a public or private employer to establish a	

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Employer communications during nonworking hours.	pass and re-refer to Com. on APPR. (Ayes 4. Noes 2.) (April 17). Re-referred to Com. on APPR.	workplace policy that provides employees the right to disconnect from communications from the employer during nonworking hours, except as specified. <ul style="list-style-type: none"> • The bill would define the “right to disconnect” to mean that, except for an emergency or for scheduling, as defined, an employee has the right to ignore communications from the employer during nonworking hours. • The bill would require nonworking hours to be established by written agreement between an employer and employee. • The bill would authorize an employee to file a complaint of a pattern of violation of the bill’s provisions with the Labor Commissioner, punishable by a specified civil penalty. 	
AB 2770 Committee on Public Employment and Retirement Public employees’ retirement.	4/25/2024-S. RLS. 4/25/2024-Read third time. Passed. Ordered to the Senate. (Ayes 75. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.	The Teachers’ Retirement Law establishes the State Teachers’ Retirement System (STRS), and sets forth the provisions for its administration and the delivery of benefits to its members. Current law authorizes a member to request to purchase additional service credit and to redeposit accumulated retirement contributions returned to the member, as provided. Current law specifies the basis for the contribution amount, depending on whether the member is or is not employed to perform creditable service subject to coverage by the Defined Benefit Program on the date of the request to purchase additional service credit. Current law requires additional regular interest to be added to the contributions, as specified, if the member is not employed to perform creditable service subject to coverage by the Defined Benefit Program on the date of the request to purchase additional service credit. <ul style="list-style-type: none"> • This bill would revise that interest calculation. • The bill would require the member to sign and return the 	

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Bill ID/Topic	Location	Summary	Position
		completed statement of contributions and interest required from STRS to purchase service credit at a specific cost no later than 35 calendar days from the date of the offer.	
AB 2776 Rodriguez D Recovery from major federal disasters: funding priority.	4/22/2024-A. APPR. 4/25/2024-Re-referred to Com. on APPR.	Current law establishes the Office of Planning and Research (OPR) within the Governor’s office to provide long-range planning and research and to serve as the comprehensive state planning agency. Current law establishes the Strategic Growth Council (council) and requires the council to administer various programs that support the planning and development of sustainable communities, including, the Regional Climate Collaborative Program, the Affordable Housing and Sustainable Communities Program, the Transformative Climate Communities Program, and the Community Resilience Center Program. The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. 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. Current law continuously appropriates 20% of the annual proceeds of the fund to the council for the Affordable Housing and Sustainable Communities Program, as provided. Under its authority, the council established the Sustainable Agricultural Lands Conservation Program as a component of the Affordable Housing and Sustainable Communities Program to provide incentives for conservation of agricultural lands.	

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		<ul style="list-style-type: none"> • This bill would authorize the Office of Emergency Services (OES), the OPR, and the council to prioritize infrastructure and housing recovery projects in communities that suffered a loss in population and businesses due to a major federal disaster and have unmet recovery needs as a result of a major federal disaster under specified programs, including, among others, the Affordable Housing and Sustainable Communities Program and the federal Building Resilient Infrastructure and Communities program. 	
AB 2779 Petrie-Norris D Independent System Operator: transmission planning.	4/17/2024-A. APPR. 4/18/2024-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 16. Noes 0.) (April 17). Re-referred to Com. on APPR.	Would require the Independent System Operator, upon approval of each transmission plan, to report to the Public Utilities Commission and to the relevant policy committees of each house of the Legislature any new use of any grid enhancing technology that is deemed reasonable by the Independent System Operator in that plan and the cost or efficiency savings of the deployment of that grid enhancing technology.	
AB 2794 Bryan D Community development: Antidisplacement Commercial Property Acquisition Program.	4/23/2024-A. APPR. 4/23/2024-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 1.) (April 23). Re-referred to Com. on APPR.	Would establish the Antidisplacement Commercial Property Acquisition Program, to be administered by GO-Biz to provide low-interest loans to eligible community-based acquisition partners to acquire commercial property in communities that are vulnerable to gentrification and displacement. <ul style="list-style-type: none"> • The bill would specify the goals of the program, including ensuring local businesses remain in high-risk communities vulnerable to gentrification and displacement. • The bill would establish the Antidisplacement Commercial Property Acquisition Revolving Loan Fund, and would authorize GO-Biz, upon appropriation by the Legislature to the fund for purposes of the program, to provide low-interest loans for purposes 	

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		<p>of the program.</p> <ul style="list-style-type: none"> • The bill would require GO-Biz to adopt regulations to administer the program, including qualifications that prioritize the preservation of Black-, indigenous-, people of color-, and women-owned businesses and the acquisition of commercial property in culturally significant commercial corridors. • The bill would require GO-Biz to report to the Legislature on the progress of the program by January 1, 2030, or 5 years after the disbursement of the first loan by GO-Biz, whichever is later. • The bill would make the program contingent upon appropriation by the Legislature in the annual Budget Act or another statute for its purposes. 	
<p>AB 2809 Haney D</p> <p>Vehicles: automated speed enforcement.</p>	<p>3/18/2024-A. TRANS. 4/9/2024-Re-referred to Com. on TRANS.</p>	<p>Would require the Secretary of Transportation to develop guidelines for the implementation of a state highway work zone speed safety program using automated speed enforcement systems, as specified.</p> <ul style="list-style-type: none"> • The bill would authorize the Department of Transportation to establish a state highway work zone speed safety program in accordance with those guidelines. • The bill would require the department, if a program is established, to prepare and submit a report to the Legislature, as specified. • The bill would require any moneys generated from the issuance of the citations to be deposited in the Safe Highway Work Zone Account, created in the State Transportation Fund, and for the moneys to be allocated, upon appropriation by the Legislature, to the Department of Transportation for administration of the program. The provisions of the bill would become inoperative on July 1, 2030. 	

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AB 2815 Petrie-Norris D Clean Transportation Program: electric vehicle charging stations.	4/22/2024-A. APPR. 4/23/2024-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 11. Noes 0.) (April 22). Re-referred to Com. on APPR.	Would require the State Energy Resources Conservation and Development Commission, on or before January 1, 2026, to provide funding through a new or existing program under the Clean Transportation Program for repair or replacement of nonoperational electric vehicle charging stations that are at least 5 years old, that were installed before January 1, 2024, and that are located in a publicly available parking space, as provided. <ul style="list-style-type: none"> • The bill would require the commission to allocate at least 50% of that funding to low-income communities and disadvantaged communities. • The bill would repeal these provisions on January 1, 2036. 	
AB 2824 McCarty D Battery: public transportation provider.	3/21/2024-A. PUB. S. 4/23/2024-In committee: Hearing postponed by committee.	Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. <ul style="list-style-type: none"> • This bill would expand this crime to apply to an employee or contractor of a public transportation provider. 	
AB 2853 Wicks D	2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.	Existing law authorizes the Department of Transportation to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its	

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Department of Transportation.		jurisdiction, possession, or control. • This bill would make nonsubstantive changes to that provision.	
AB 2855 Flora R Skilled and trained workforce requirements.	3/21/2024-A. L. & E. 4/1/2024-Re-referred to Com. on L. & E.	Current law establishes requirements that apply when a public entity is required by statute or regulation to obtain an enforceable commitment that a bidder, contractor, or other entity will use a skilled and trained workforce to complete a contract or project. • This bill would exempt from these requirements a contractor or subcontractor that is subject to a valid collective bargaining agreement requiring participation in a state-approved apprenticeship program provided that the contractor or subcontractor performs only work within the scope of that agreement and provides a declaration verifying the existence of that agreement. • The bill would make its provisions severable.	
AB 2861 Wallis R Personal income tax: credit: gun safe.	4/8/2024-A. REV. & TAX SUSPENSE FILE 4/8/2024-In committee: Set, first hearing. Referred to REV. & TAX. suspense file.	The Personal Income Tax Law allows various credits against the taxes imposed by that law. • This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2025, and before January 1, 2030, in an amount equal to the amount paid or incurred, not to exceed \$300, during the taxable year for the purchase of one gun safe, as defined, for use in a residential unit located in the state.	
AB 2869 Friedman D Department of Transportation: trail access: infrastructure projects.	4/8/2024-A. APPR. 4/9/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (April 8). Re-referred to Com. on APPR.	Current law authorizes the Department of Transportation to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. • This bill would require the department to mitigate the impact of infrastructure projects that interfere with or eliminate trail access to parks and recreational areas by maintaining safe access for users of	

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		existing trails or providing alternative safe access to those parks and recreational areas.	
AB 2873 Garcia D Breaking Barriers to Employment Initiative: grants.	4/16/2024-A. APPR. 4/16/2024-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 16). Re-referred to Com. on APPR.	Current law establishes the Breaking Barriers to Employment Initiative, which establishes a grant program administered by the California Workforce Development Board to support prescribed workforce preparation, education, and training programs. Current law specifies that the initiative’s funding is subject to appropriation by the Legislature, as specified. <ul style="list-style-type: none"> • This bill would delete the above-described provisions specifying the purpose of the initiative. • The bill would instead specify that it is the intent of the Legislature, subject to appropriation, to provide permanent funding to the initiative to ensure its continued operation and effectiveness in addressing racial, ethnic, and social economic disparities in the labor market. 	
AB 2879 Fong, Vince R High-Speed Rail Authority: contracting.	4/8/2024-A. APPR. 4/9/2024-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 8). Re-referred to Com. on APPR.	The California High-Speed Rail Act creates the High-Speed Rail Authority, composed of 11 members, to develop and implement a high-speed rail system in the state, with specified powers and duties. The act authorizes the authority to enter into contracts with private or public entities for the design, construction, and operation of high-speed trains. The act requires the authority to appoint an executive director to administer the affairs of the authority as directed by the authority. <ul style="list-style-type: none"> • This bill, notwithstanding the authority’s ability to delegate power to the executive director, would require any contract change order with a value greater than \$100,000,000 to be approved by the authority. 	

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<p>AB 2881 Lee D</p> <p>The Social Housing Act.</p>	<p>4/24/2024-A. APPR. 4/24/2024-Coauthors revised. From committee: Do pass and re- refer to Com. on APPR. (Ayes 6. Noes 2.) (April 24). Re-referred to Com. on APPR.</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 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. • This bill would prescribe the composition of the California Housing Authority Board, which would govern the authority, and which would be composed of appointed members and members who would be elected by residents of social housing developments, as specified. • The bill would set forth the powers and duties of the authority and the board. • The bill would require the authority to seek to achieve revenue neutrality, as defined, and would require the authority to seek to recuperate the cost of development and operations over the life of its properties through mechanisms that maximize the number of Californians who can be housed without experiencing rent burden. 	
<p>AB 2911 McKinnor D</p> <p>Campaign contributions: agency officers.</p>	<p>4/25/2024-A. THIRD READING 4/25/2024-Read second time. Ordered to third reading.</p>	<p>The Political Reform Act of 1974 prohibits an officer of an agency from accepting, soliciting, or directing a contribution of more than \$250 from any party, participant, or a party or participant’s agent, while a proceeding involving a license, permit, or other entitlement for use is pending before the agency and for 12 months following the</p>	

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		<p>date a final decision is rendered in the proceeding, if the officer knows or has reason to know that the participant has a financial interest, as defined. Current law permits an officer who violates this prohibition to cure the violation by returning the contribution, or portion of the contribution in excess of \$250, within 14 days of accepting, soliciting, or directing the contribution, as specified. Current law also prohibits a party or party’s agent from making a contribution of more than \$250 to any officer of an agency while a proceeding involving a license, permit, or other entitlement for use is pending before the agency and for 12 months following the date a final decision is rendered by the agency in that proceeding.</p> <ul style="list-style-type: none"> • This bill would raise the threshold for contributions regulated by these provisions to \$1,500, as specified. 	
<p>AB 2937 Wicks D</p> <p>California Environmental Quality Act: streamlined environmental reviews.</p>	<p>2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.</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 (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 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 establishes certain processes, such as the preparation of a master EIR or a focused EIR, to streamline the environmental review of projects. CEQA states the intentions of the Legislature in enacting those streamlined environmental review processes.</p>	

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		<ul style="list-style-type: none"> • This bill would make nonsubstantive changes to those statements of intent. 	
AB 2945 Alvarez D Reconnecting Communities Redevelopment Act.	4/24/2024-A. APPR. 4/24/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 1.) (April 24). Re-referred to Com. on APPR.	The California Constitution, with respect to any taxes levied on taxable property in a redevelopment project established under the Community Redevelopment Law, as it then read or may be amended, authorizes the Legislature to provide for the division of those taxes under a redevelopment plan between the taxing agencies and the redevelopment agency, as provided. Current law dissolved redevelopment agencies as of February 1, 2012, and designates successor agencies to act as successor entities to the dissolved redevelopment agencies. <ul style="list-style-type: none"> • This bill, the Reconnecting Communities Redevelopment Act, would authorize a city or county, or two or more cities acting jointly, to propose the formation of a reconnecting communities investment agency by adoption of a resolution of intention that meets specified requirements, including that the resolution of intention include a passthrough provision and an override passthrough provision, as defined. • The bill would require the city or county to submit that resolution to each affected taxing entity and would authorize an entity that receives that resolution to elect to not receive a passthrough payment, as provided. • The bill would require the city or county that adopted that resolution to hold a public hearing on the proposal to consider all written and oral objections to the formation, as well as any recommendations of the affected taxing entities, and would authorize that city or county to adopt a resolution of formation at the conclusion of that hearing. 	

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<p>AB 3055 Bonta D</p> <p>Survivors of human trafficking: identification cards.</p>	<p>4/22/2024-A. APPR. 4/23/2024-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 22). Re-referred to Com. on APPR.</p>	<p>Current law authorizes the Department of Motor Vehicles to issue an identification card to an applicant who provides specified information to the department and pays a specified fee. Current law provides assisted processes for persons being released from a federal or state prison or a state hospital to obtain an identification card. Current law additionally waives the fee for senior citizens and indigent persons.</p> <ul style="list-style-type: none"> • This bill would require the department to develop an assisted and expedited process for survivors of human trafficking to obtain a new or replacement identification card. • The bill would require the department to develop an application form that can be filled out by specified persons on behalf of the applicant. • The bill would require the department to waive the fee for an applicant applying pursuant to this process. • The bill would also require the California Victim Compensation Board to post specified information, including information about obtaining an identification card using this process, on its internet website. 	
<p>AB 3123 Jones-Sawyer D</p> <p>Los Angeles County Metropolitan Transportation Authority: board code of conduct: lobbying rules.</p>	<p>4/24/2024-A. APPR. 4/25/2024-Read second time and amended.</p>	<p>Current law creates the Los Angeles County Metropolitan Transportation Authority (MTA), governed by a 14-member board, with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. Current law prescribes a code of conduct for the board of MTA, which includes, among other things, rules pertaining to gifts and financial conflicts of interest. As part of the provisions establishing this code of conduct, current law requires the board of MTA to appoint an ethics officer who reports to the board. Current law also requires</p>	Sponsor

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		<p>MTA to appoint an inspector general and requires the code of conduct to be enforced by the inspector general.</p> <ul style="list-style-type: none"> • This bill would revise and recast the code of conduct by, among other things, specifying that board members are subject to all ethics laws applicable to other public officials and by eliminating specific rules from the code of conduct including, among others, certain rules pertaining to gifts and financial conflicts of interest. • The bill would also provide that the code of conduct is in addition to any rules or codes adopted by the board. • The bill would require the ethics officer, in addition to reporting to the board, to operate in an independent manner, and would prohibit the ethics officer from being removed from office except under certain circumstances. 	
<p>AB 3152 Jones-Sawyer D</p> <p>Excise tax: loan guaranties: education and training.</p>	<p>3/21/2024-A. RLS. 4/1/2024-Re-referred to Com. on RLS.</p>	<p>Current law requires the California Housing Finance Agency to, among other housing-related duties, insure certain housing loans to qualified buyers that meet certain requirements, including that the loan is secured by mortgages or deeds of trust, or the loan is wholly or partially insured or guaranteed by an agency or instrumentality of the United States, except as specified.</p> <ul style="list-style-type: none"> • This bill would authorize an eligible person to apply to an administrator for the guaranty of up to 50% of one or more qualified loans, as defined, in an aggregate amount that does not exceed an unspecified amount. • The bill would define “eligible person” to mean an African American with a special consideration for an African American who is a descendant of persons enslaved in the United States. • The bill would prohibit the administrator from guaranteeing a 	

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		qualified loan if there are not sufficient moneys in the Reparations Fund, described below, to cover the cost of the guaranty.	
ACA 2 Alanis R Water Resiliency Act of 2024.	4/20/2023-A. W.,P. & W. 3/19/2024-In committee: Set, first hearing. Hearing canceled at the request of author.	The California Constitution declares that the general welfare requires that the water resources of the state be put to beneficial use to the fullest extent of which they are capable, and that the right to the use of water does not extend to the waste or unreasonable use, method of use, or method of diversion of water. This measure would require the Treasurer to annually transfer an amount equal to 1.5% of all state revenues from the General Fund to the California Water Resiliency Trust Fund, which the measure would create. The measure would continuously appropriate moneys in the fund to the California Water Commission for its actual costs of implementing these provisions and for specified water infrastructure projects.	
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 of personal property or wealth for differential taxation or for exemption by a majority vote.	
ACA 16 Bryan D Environmental rights.	4/9/2024-A. APPR. 4/9/2024-Coauthors revised. From committee: Be adopted, and re-refer to Com. on APPR. Re-referred. (Ayes 8. Noes 3.) (April 8). Re-referred to Com. on APPR.	Would amend the California Constitution to declare that the people have a right to clean air and water and a healthy environment.	

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<p>ACA 18 Wallis R</p> <p>Road usage charges: vote and voter approval requirements.</p>	<p>2/16/2024-A. PRINT 2/17/2024-From printer. May be heard in committee March 18.</p>	<p>The California Constitution requires any change in state statute that increases the tax liability of any taxpayer to be imposed by an act passed by 2/3 of the membership of each house of the Legislature, and prohibits specified taxes on real property from being so imposed. For these purposes, the California Constitution defines a “tax” as any state levy, charge, or exaction, except as described in certain exceptions. The California Constitution describes one of those exceptions as a charge imposed for entrance to or use of state property, or the purchase, rental, or lease of state property, except charges governed by a specified provision of the California Constitution. This measure, on or after its effective date, would provide that the exception described above does not include a road usage charge, as described, thereby requiring the imposition of this type of charge to be subject to the 2/3 vote requirement.</p>	
<p>SB 7 Blakespear D</p> <p>Planning and zoning: annual report: housing for extremely low income households.</p>	<p>1/29/2024-A. DESK 1/29/2024-Read third time. Passed. (Ayes 32. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.</p>	<p>The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development. The law requires that the annual report include, among other specified information, the number of net new units of housing, including both rental housing and for-sale housing, that have been issued a completed entitlement, building permit, or certificate of occupancy, and the income category, by area median income, that each unit of housing satisfies, as specified.</p> <ul style="list-style-type: none"> • This bill would revise and recast these provisions to specify that 	

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		the income category includes extremely low income households, as defined.	
SB 15 Grove R Oil imports: air quality emissions data.	9/1/2023-A. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/12/2023)(May be acted upon Jan 2024)	Would express the intent of the Legislature that the Energy 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 Civil rights: discrimination: enforcement.	9/1/2023-A. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/12/2023)(May be acted upon Jan 2024)	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 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. • 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 ____.	
SB 30 Umberg D	9/1/2023-A. 2 YEAR 9/1/2023-Failed Deadline	Would require the Department of Transportation, in coordination with the Governor’s Office of Business and Economic Development	

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Transportation: zero-emission vehicle signage.	pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/23/2023)(May be acted upon Jan 2024)	(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, in order to increase consumer confidence in locating electric vehicle chargers and hydrogen fueling stations. <ul style="list-style-type: none"> • The bill would authorize the department to adopt rules and regulations for these purposes. 	
SB 37 Caballero D Older Adults and Adults with Disabilities Housing Stability Act.	1/29/2024-A. DESK 1/29/2024-Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	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, 2025, to begin developing the Older Adults and Adults with Disabilities Housing Stability Pilot Program. 	
SB 56 Skinner D	1/22/2024-A. DESK 1/22/2024-Read third time. Passed. (Ayes 39. Noes 0.)	Current provisions of the California Constitution provide that the University of California constitutes a public trust and requires the university to be administered by the Regents of the University of	

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University of California: transfer of real property.	Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	California, a corporation in the form of a board, with full powers of organization and government, subject to legislative control only for specified purposes, including such competitive bidding procedures as may be applicable to the university by statute for the letting of construction contracts, sales of real property, and purchasing of materials, goods, and services. Current law requires the regents to give prescribed public notice to bidders of the sale of university real property situated in California that is estimated at more than \$1,000,000 in net value to the university. Current law requires the regents to accept in public a bid for the sale that offers the best combination of price, terms, and bidder's qualifications to the university, or reject all bids or proposals. Current law exempts certain transactions from these publication and award procedures. <ul style="list-style-type: none"> • This bill would additionally exempt from the publication and award procedures the transfer of specified real property in the City of Berkeley from the regents to the Berkeley Student Cooperative for the purpose of maintaining affordable student housing for the students of the University of California. 	
SB 225 Caballero D Community Anti-Displacement and Preservation Program: statewide contract.	9/1/2023-A. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 6/26/2023)(May be acted upon Jan 2024)	Current law, upon appropriation, authorizes the Department of Housing and Community Development to make either or both loans and grants to rehabilitate, capitalize operating subsidy reserves for, and extend the long-term affordability of department-funded housing projects that have an affordability restriction that has expired, that have an affordability restriction with a remaining term of less than 10 years, or are otherwise at risk for conversion, as provided. <ul style="list-style-type: none"> • This bill 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 	

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		<p>long-term affordability restrictions on the housing units, while safeguarding against the displacement of current residents.</p> <ul style="list-style-type: none"> • The bill would require the department 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 moneys to issue loans to eligible borrowers within its jurisdiction in accordance with the bill’s provisions and department regulations. 	
<p>SB 233 Skinner D</p> <p>Practice of medicine: Arizona physicians: abortions and abortion-related care for Arizona patients.</p>	<p>4/25/2024-A. B.&P. 4/25/2024-Read third time and amended. Ordered to third reading. Re-referred to Com. on B. & P. pursuant to Assembly Rule 77.2.</p>	<p>Would, through November 30, 2024, authorize a physician licensed to practice medicine in Arizona who meets certain requirements to practice medicine in California for the purpose of providing abortions and abortion-related care to patients who are traveling from Arizona, upon application for registration with the Medical Board of California or the Osteopathic Medical Board of California, as applicable.</p> <ul style="list-style-type: none"> • The bill would prohibit the physician from providing care or consultation for other purposes or to other patients, except under specified circumstances. • The bill would require an Arizona physician, before practicing in California, to submit specified information to the Medical Board of California or the Osteopathic Medical Board of California, as applicable, including, among other information, written verification from the Arizona Medical Board or the Arizona Board of 	

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		<p>Osteopathic Examiners in Medicine and Surgery, or documentation printed from an online licensing system, that the physician’s Arizona license to practice medicine is in good standing and confers on the physician the authority to practice abortions and abortion-related care.</p> <ul style="list-style-type: none"> • The bill would require the applicant to provide an affidavit attesting that, among other things, the applicant meets all of the requirements for registration, as specified, and would make it a misdemeanor for a person to provide false information. • The bill would deem a physician registered pursuant to the bill’s provisions a licensee of the applicable board, would authorize the applicable board to take enforcement against a person registered pursuant to the bill’s provisions, and would prohibit the applicable boards from collecting any fees for registration. By creating a new crime, the bill would impose a state-mandated local program. • The bill would repeal the bill’s provisions on January 1, 2025. 	
<p>SB 251 Newman D</p> <p>Candidates’ statements: false statements.</p>	<p>1/16/2024-A. DESK 1/16/2024-Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.</p>	<p>Current law permits a candidate for nonpartisan elective office, and an officer whose recall is being sought, to file with the elections official a candidate’s statement that includes a brief description of the candidate’s education and qualifications. Current law requires an elections official to include in the county voter information guide a candidate’s statement from a candidate for nonpartisan elective office and from an officer whose recall is being sought. Current law prohibits a candidate for nonpartisan elective office, or an incumbent in a recall election, to knowingly make a false statement of material fact in the candidate’s statement with the intent to mislead the voters in connection with the candidate’s campaign for nomination or election to an office. Violation of this prohibition is punishable by a</p>	

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		fine not to exceed \$1,000. • This bill would increase the maximum fine amount to \$5,000.	
SB 252 Gonzalez D Public retirement systems: fossil fuels: divestment.	7/14/2023-A. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last location was P.E. & R. on 6/8/2023)(May be acted upon Jan 2024)	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. • The bill would require the boards to liquidate investments in a fossil fuel company on or before July 1, 2031. • 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.	
SB 295 Dodd D Vehicles: regulations on public property.	7/14/2023-A. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 5/26/2023)(May be acted upon Jan 2024)	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. • 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.	

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<p>SB 301 Portantino D</p> <p>Vehicle air pollution: Zero-Emission Aftermarket Conversion Project.</p>	<p>4/23/2024-A. THIRD READING 4/23/2024-From inactive file. Ordered to third reading.</p>	<p>Would require the State Air Resources Board to establish the Zero-Emission Aftermarket Conversion Project (ZCAP), upon appropriation by the Legislature in the annual Budget Act or other statute or, at the discretion of the state board, using moneys available from another clean transportation program, 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 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 require the state board to establish guidelines for the ZACP that, among other things, define qualifying conversion-types for used vehicles and establish minimum eligibility criteria for an applicant to be eligible for the rebate. • The bill would also require the state board’s guidelines to require that an eligible zero-emission vehicle have a range of at least 100 miles and have completed an inspection of safety systems and components by a licensee of the Bureau of Automotive Repair, as provided. 	
<p>SB 393 Glazer D</p> <p>California Environmental Quality Act: judicial challenge: identification of contributors: housing development projects.</p>	<p>7/14/2023-A. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 5/26/2023)(May be acted upon Jan 2024)</p>	<p>The California Environmental Quality Act 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. The 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 	

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		<p>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.</p> <ul style="list-style-type: none"> • The bill would authorize the motion to be heard on shortened time at the court's discretion. • 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. 	
<p>SB 422 Portantino D</p> <p>California Environmental Quality Act: expedited environmental review: climate change regulations.</p>	<p>9/14/2023-A. 2 YEAR 9/14/2023-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/12/2023)(May be acted upon Jan 2024)</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 (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 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</p>	

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		<p>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 511 Blakespear D</p> <p>Greenhouse gas emissions inventories.</p>	<p>9/1/2023-A. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/23/2023)(May be acted upon Jan 2024)</p>	<p>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.</p> <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. 	

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		<ul style="list-style-type: none"> • 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. 	
SB 532 Wiener D San Francisco Bay area toll bridges: tolls: transit operating expenses.	7/5/2023-A. APPR. 8/23/2023-August 23 set for first hearing canceled at the request of author.	Would, until December 31, 2028, require the Bay Area Toll Authority (BATA) to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation. <ul style="list-style-type: none"> • The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to the Metropolitan Transportation Commission (MTC) for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified. • The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified. 	
SB 534 Padilla D Equitable Access to Job Opportunity Pilot Program.	9/1/2023-A. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/12/2023)(May be acted upon Jan 2024)	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 	

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		<p>development of those industries, as specified.</p> <ul style="list-style-type: none"> • 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. 	
<p>SB 537 Becker D</p> <p>Open meetings: multijurisdictional, cross-county agencies: teleconferences.</p>	<p>9/14/2023-A. INACTIVE FILE 9/14/2023-Ordered to inactive file on request of Assembly Member Bryan.</p>	<p>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</p>	

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		<p>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, parent, grandparent, or other specified relative requires the member to participate remotely. • The bill would authorize the legislative body of a multijurisdictional, cross-county agency, as specified, to use alternate teleconferencing provisions if the eligible legislative body has adopted an authorizing resolution, as specified. • The bill would also require the legislative body to provide a record of attendance of the members of the legislative body, the number of community members in attendance in the teleconference meeting, and the number of public comments on its internet website within 10 days after a teleconference meeting, as specified. • The bill would require at least a quorum of members of the legislative body to participate from one or more physical locations that are open to the public and within the boundaries of the territory over which the local agency exercises jurisdiction. 	
<p>SB 547 Blakespear D</p> <p>District agricultural associations: real property: affordable housing.</p>	<p>7/14/2023-A. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last location was AGRI. on 6/15/2023)(May be acted upon Jan 2024)</p>	<p>Would, by April 30, 2024, require the 22nd District Agricultural Association to execute a legally binding lease of specified parcels of real property to the City of Del Mar for the purposes of constructing a residential development that provides at least 61 units that are affordable to lower income households.</p> <ul style="list-style-type: none"> • The bill would provide that the rent for a lease executed pursuant to these provisions be \$1 per year and would authorize the City of Del Mar to sublease the real property to a private entity for the purpose of developing and constructing the affordable housing units. • The bill would authorize the lease to include a requirement that a 	

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		<p>minimum percentage of the units constructed be reserved for employees of the 22nd District Agricultural Association, provided that no more than 10% are reserved for those employees.</p> <ul style="list-style-type: none"> • The bill would provide that the lease not be subject to the approval of the Department of General Services. By requiring the City of Del Mar to execute a lease with the 22nd District Agricultural Association, the bill would impose a state-mandated local program. 	
SB 638 Eggman D Climate Resiliency and Flood Protection Bond Act of 2024.	6/15/2023-A. W.,P. & W. 7/6/2023-July 11 hearing postponed by committee.	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.	
SB 672 McGuire D Residential property insurance.	7/14/2023-A. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last location was INS. on 6/26/2023)(May be acted upon Jan 2024)	Current law generally regulates classes of insurance, including residential property insurance. Current law prohibits a residential property insurance policy from being issued or renewed in this state unless it complies with certain requirements. <ul style="list-style-type: none"> • This bill would prohibit an admitted insurer that offers residential property insurance from refusing to offer or sell residential property insurance to an applicant whose property meets specified best practices for wildfire building hardening and property-level mitigation. 	
SB 721 Becker D California Interagency AI Working Group.	7/14/2023-A. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last location was P. & C.P. on 6/1/2023)(May be acted upon Jan 2024)	Would, until January 1, 2030, create the California Interagency AI Working Group to deliver a report to the Legislature, as prescribed, regarding artificial intelligence. <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, including computer science, artificial intelligence, and data privacy. 	

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		<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. 	
SB 724 Glazer D Political Reform Act of 1974: communications.	8/28/2023-A. APPR. 9/1/2023-September 1 hearing postponed by committee.	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. <ul style="list-style-type: none"> • 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 elected state officer, and educates the public about the previous votes cast by the elected state officer or about the source of campaign donations received by the elected state officer, and that is disseminated, broadcast, or otherwise published within 150 days of an election, as specified. 	
SB 768 Caballero D California Environmental Quality Act: State	1/29/2024-A. DESK 1/29/2024-Read third time. Passed. (Ayes 34. Noes 4.) Ordered to the Assembly. In	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	

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Air Resources Board: vehicle miles traveled: study.	Assembly. Read first time. Held at Desk.	evidence that the project, as revised, would have a significant effect on the environment. Current law requires the Office of Planning and Research to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law creates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards, to conduct research into the causes of and solution to air pollution, and to systematically attack the serious problem caused by motor vehicles, which is the major source of air pollution in many areas of the state. Existing law authorizes the state board to do those acts as may be necessary for the proper execution of the powers and duties granted to, and imposed upon, the state board. <ul style="list-style-type: none"> • This bill would require the state board, by January 1, 2026, to conduct and submit to the Legislature a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to CEQA, as specified. 	
SB 795 Stern D Energy: building energy efficiency: heating, ventilation, and air-conditioning equipment sale registry and compliance tracking system:	9/1/2023-A. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/23/2023)(May be acted upon Jan 2024)	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	

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electronic statewide compliance documentation data repository.		<p>whose use requires a significant amount of energy or water on a statewide basis. Current law 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 827 Glazer D</p> <p>San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General.</p>	<p>1/29/2024-A. DESK 1/29/2024-Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.</p>	<p>Current law establishes the independent Office of the San Francisco Bay Area Rapid Transit District (BART) Inspector General within BART and specifies the duties and responsibilities of the BART Inspector General including, among others, conducting, supervising, and coordinating audits and investigations relating to the district's programs and operations.</p> <ul style="list-style-type: none"> • This bill 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. • The bill would provide the office with access and authority to examine all records, files, documents, accounts, reports, 	

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		<p>correspondence, or other property of the district and external entities that perform work for the district.</p> <ul style="list-style-type: none"> • 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. 	
<p>SB 867 Allen D</p> <p>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.</p>	<p>6/20/2023-A. NAT. RES. 7/6/2023-July 10 hearing postponed by committee.</p>	<p>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.</p>	
<p>SB 892 Padilla D</p> <p>Public contracts: automated decision systems: AI risk management standards.</p>	<p>4/16/2024-S. APPR. 4/22/2024-Set for hearing April 29.</p>	<p>Would require the Department of Technology to develop and adopt regulations to create an artificial intelligence (AI) risk management standard, consistent with specified publications regarding AI risk management, and in accordance with the rulemaking provisions of the Administrative Procedure Act.</p> <ul style="list-style-type: none"> • The bill would require the AI risk management standard to include, among other things, a detailed risk assessment procedure for procuring automated decision systems (ADS), as defined, that analyzes specified characteristics of the ADS, methods for 	

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		<p>appropriate risk controls, as provided, and adverse incident monitoring procedures.</p> <ul style="list-style-type: none"> • The bill would require the department to collaborate with specified organizations to develop the AI risk management standard. 	
<p>SB 896 Dodd D</p> <p>Artificial Intelligence Accountability Act.</p>	<p>4/16/2024-S. APPR. 4/22/2024-Set for hearing April 29.</p>	<p>Current law requires the Secretary of Government Operations to develop a coordinated plan to, among other things, investigate the feasibility of, and obstacles to, developing standards and technologies for state departments to determine digital content provenance. For the purpose of informing that coordinated plan, current law requires the secretary to evaluate, among other things, the impact of the proliferation of deepfakes, defined to mean audio or visual content that has been generated or manipulated by artificial intelligence that would falsely appear to be authentic or truthful and that features depictions of people appearing to say or do things they did not say or do without their consent, on state government, California-based businesses, and residents of the state.</p> <ul style="list-style-type: none"> • This bill, the Artificial Intelligence Accountability Act, would, among other things, require the Government Operations Agency, the Department of Technology, and the Office of Data and Innovation to produce a State of California Benefits and Risk of Generative Artificial Intelligence Report that includes certain items, including an examination of the most significant, potentially beneficial uses for deployment of generative artificial intelligence tools by the state, and would require those entities to update the report, as prescribed. • The bill would require, as often as is deemed appropriate by the Director of Emergency Services, the California Cybersecurity Integration Center, and the State Threat Assessment Center, those entities to perform a joint risk analysis of potential threats posed by 	

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		the use of generative artificial intelligence to California’s critical energy infrastructure, including those that could lead to mass casualty events and environmental emergencies.	
SB 915 Cortese D Local government: autonomous vehicles.	4/24/2024-S. APPR. 4/24/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 5.) (April 23). Re-referred to Com. on APPR.	Current law provides for the local regulation of certain types of transportation services, including taxicab companies. Current law requires each city or county in which a taxicab company is substantially located to adopt an ordinance or resolution in regards to taxicab transportation service, that includes provisions for a permitting program for taxicab drivers. Under current law, it is unlawful to operate a taxicab company without a valid permit to operate issued by each city or county in which the taxicab company is substantially located. <ul style="list-style-type: none"> • This bill would authorize each city, county, or city and county in which an autonomous vehicle has received authorization by the Department of Motor Vehicles, the Public Utilities Commission, or any other applicable state agency to operate, to protect the public health, safety, and welfare by enacting an ordinance in regard to autonomous vehicle services within that jurisdiction. • The bill would require each city, county, or city and county that enacts an ordinance to include certain provisions within that ordinance. These would include a policy for entry into the business of providing autonomous vehicle services including a permitting program that includes, among other things, the establishment of reasonable vehicle caps and hours of service restrictions. • This bill contains other related provisions and other existing laws. 	
SB 917 Skinner D	1/10/2024-S. BUDGET & F.R. 1/10/2024-Introduced. Read first	Would make appropriations for the support of state government for the 2024–25 fiscal year.	

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Budget Act of 2024.	time. Referred to Com. on B. & F.R. To print.		
SB 936 Seyarto R Office of Planning and Research: study: road safety projects.	4/24/2024-S. APPR. 4/25/2024-Read second time and amended. Re-referred to Com. on APPR.	Would require the Office of Planning and Research (OPR), in coordination with the Department of Transportation, to conduct a study to identify certain locations in the state highway system with regard to vehicle collisions and crash exposure, projects that could improve road safety at each of those locations, and common factors, if any, contributing to the delay in the delivery of those projects. • The bill would require the study to also identify the most common types of road safety projects across the state and the type of review typically required under CEQA for those projects. • The bill would require OPR to post the study on its internet website on or before January 1, 2026.	
SB 947 Seyarto R Department of Transportation: state highway projects: agreements with public entities: project design changes.	2/14/2024-S. TRANS. 2/14/2024-Referred to Com. on TRANS.	Would require the Department of Transportation, in an agreement with a city, county, or other public entity for the contribution of funds for the acquisition, construction, or improvement of any portion of state highway, to include a provision that makes the department responsible for any additional costs associated with a new project design adopted by the department after the project is included in the state transportation improvement program or the state highway operation and protection program, as specified. • The bill would also make this provision applicable to agreements in effect as of January 1, 2025.	
SB 960 Wiener D	4/24/2024-S. APPR. 4/24/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 4.) (April	Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.	

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Transportation: planning: complete streets facilities: transit priority projects.	23). Re-referred to Com. on APPR.	<ul style="list-style-type: none"> • This bill would require all transportation projects funded or overseen by the department to provide complete streets facilities, except as specified. 	
SB 961 Wiener D Vehicles: safety equipment.	4/24/2024-S. APPR. 4/24/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 4.) (April 23). Re-referred to Com. on APPR.	<p>The Department of the California Highway Patrol regulates the safe operation of specified vehicles, including motortrucks of 3 or more axles that are more than 10,000 pounds, truck tractors, trailers, semitrailers, and buses. Current federal law regulates required safety equipment on vehicles, including rear impact guards on certain large trucks to prevent rear underrides in collisions with passenger vehicles.</p> <ul style="list-style-type: none"> • This bill would require certain trucks and trailers to also be equipped with side guards, as specified. 	
SB 983 Wahab D Energy: gasoline stations and alternative fuel infrastructure.	4/24/2024-S. APPR. 4/24/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (April 23). Re-referred to Com. on APPR.	<p>Would require the State Energy Resources Conservation and Development Commission, upon appropriation by the Legislature, to form the Alternative Fuels Infrastructure Taskforce to conduct a study on retail gasoline fueling stations and alternative fuels infrastructure, as provided.</p> <ul style="list-style-type: none"> • The bill would require the taskforce, on or before January 1, 2027, to submit to the Legislature a report on the study with recommendations. 	
SB 984 Wahab D Public agencies: project labor agreements.	4/24/2024-S. APPR. 4/24/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (April 24). Re-referred to Com. on APPR.	<p>Current law establishes procedures for state agencies to enter into contracts for goods and services, including generally requiring that certain contracts by a state agency, including, but not limited to, contracts for the construction, alteration, improvement, repair, or maintenance of property, be approved by the Department of General Services. Current law authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement, as</p>	

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		<p>defined, for a construction project, if the agreement includes specified taxpayer protection provisions.</p> <ul style="list-style-type: none"> • This bill would require a state agency, by January 1, 2027, to identify and select a minimum of 3 major state construction projects that are required to be governed by a project labor agreement, as specified, and would define various terms for these purposes. 	
<p>SB 986 Seyarto R</p> <p>Ballot label: bond measure fiscal impact.</p>	<p>2/14/2024-S. E. & C.A. 3/19/2024-March 19 set for first hearing. Failed passage in committee. (Ayes 1. Noes 0.) Reconsideration granted.</p>	<p>Current law prescribes the form and content of the ballot label for candidates and measures on the ballot, and requires the ballot label for statewide measures to include a condensed version of the title and summary, including the fiscal impact summary. Current law requires local governments, when submitting a measure for voter approval for the issuance of bonds that will be secured by an ad valorem tax, to provide voters a statement that includes estimates of the total debt service and tax rates required to fund the bonds, as specified.</p> <ul style="list-style-type: none"> • This bill would require, for state bond measures and for local measures to approve the issuance of bonds that will be secured by an ad valorem tax, the ballot label to include a summary of the measure’s fiscal impact in a specified form. 	
<p>SB 988 Wiener D</p> <p>Freelance Worker Protection Act.</p>	<p>4/16/2024-S. APPR. 4/23/2024-Set for hearing April 29.</p>	<p>Current law generally regulates employment and, with certain exceptions, requires a 3-part test, commonly known as the “ABC” test, to determine if workers are employees or independent contractors for purposes of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission. Current law authorizes the Division of Labor Standards Enforcement, the head of which is the Labor Commissioner, to enforce the Labor Code and all labor laws of the</p>	

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		<p>state the enforcement of which is not specifically vested in any other officer, board, or commission.</p> <ul style="list-style-type: none"> • This bill would impose minimum requirements, commencing January 1, 2025, relating to contracts between a hiring party and a freelance worker, defined as a person, as specified, that is hired or retained as an independent contractor by a hiring party to provide professional services in exchange for an amount equal to or greater than \$250, as specified. Specifically, the bill would require a hiring entity to pay a freelance worker the compensation specified by a contract for professional services on or before the date specified by the contract or, if the contract does not specify a date, no later than 30 days after completion of the freelance worker’s services. 	
<p>SB 993 Becker D</p> <p>Clean energy development incentive rate tariff.</p>	<p>4/16/2024-S. APPR. 4/22/2024-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable.</p> <ul style="list-style-type: none"> • This bill would require the commission, on or before July 1, 2026, in a new or existing proceeding, to evaluate and, if just and reasonable, establish a clean energy development incentive rate time-of-use tariff to encourage the development of new commercial or industrial electrical loads that contribute to the state’s efforts to reduce the emissions of greenhouse gases. • The bill would require the tariff to offer lower rates for customers and to meet specified requirements, including, among other things, that the program only be open to new electrical customers that did not establish service before January 1, 2025, or to existing electrical 	

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		customers that are expected to increase their total annual electrical demand by more than 50% after beginning service under the tariff.	
SB 1027 Menjivar D Political Reform Act of 1974: disclosures.	4/18/2024-A. DESK 4/18/2024-Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	The Political Reform Act of 1974 requires a committee that receive contributions totaling \$2,000 or more in a calendar year to file a statement of organization with the Secretary of State and, if applicable, a local filing officer. • This bill would authorize a campaign committee to redact the bank account number on a copy of a statement of organization filed with a local filing officer, and it would require the Secretary of State to redact the bank account number on a statement of organization filed with the Secretary of State before making the statement available to the public in any form.	
SB 1031 Wiener D San Francisco Bay area: local revenue measure: transportation improvements.	4/24/2024-S. APPR. 4/24/2024-From committee: Do pass and re-refer to Com. on REV. & TAX. (Ayes 11. Noes 4.) (April 23). Re-referred to Com. on REV. & TAX. From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 1.) (April 24). Re-referred to Com. on APPR.	Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. • This bill would authorize the commission to raise and allocate new revenue and incur and issue bonds and other indebtedness, as specified. In this regard, the bill would authorize the commission to impose a retail transactions and use tax, a regional payroll tax, a parcel tax, and a regional vehicle registration surcharge in all or a subset of the 9 counties of the San Francisco Bay area, in accordance with applicable constitutional requirements.	
SB 1037 Wiener D	4/24/2024-S. APPR. 4/25/2024-Read second time and	The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that	

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<p>Planning and zoning: housing element: enforcement.</p>	<p>amended. Re-referred to Com. on APPR.</p>	<p>includes, among other things, a housing element. The Planning and Zoning Law requires the Department of Housing and Community Development (HCD) to determine whether the housing element is in substantial compliance with specified provisions of that law. The Planning and Zoning Law requires HCD to notify a city, county, or city and county, and authorizes HCD to notify the office of the Attorney General, that the city, county, or city and county is in violation of state law if the local government has taken action in violation of specified provisions of law. The Planning and Zoning Law also requires, among other things, that an application for a housing development be subject to a specified streamlined, ministerial approval process if the development satisfies certain objective planning standards.</p> <ul style="list-style-type: none"> • This bill, in any action brought by the Attorney General, on behalf of HCD or in an independent capacity, to enforce the adoption of housing element revisions, as specified, or to enforce any state law that requires a city, county, or local agency to ministerially approve any land use decision or permitting application for a housing development project, as specified, would subject the city, county, or local agency to specified remedies, including a civil penalty of, at minimum, \$10,000 per month, and not exceeding \$50,000 per month, for each violation, as specified. • The bill would require that the penalties set forth in its provisions only apply when local land use decisions or actions are arbitrary, capricious, entirely lacking in evidentiary support, contrary to established public policy, unlawful, or procedurally unfair. • The bill would require these civil penalties, as specified, to be deposited into the Building Homes and Jobs Trust Fund for the sole 	

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		purpose of supporting the development of affordable housing located in the affected jurisdiction, except as provided, and would require that expenditure of any penalty moneys deposited into the fund under these provisions be subject to appropriation by the Legislature.	
SB 1068 Eggman D Tri-Valley-San Joaquin Valley Regional Rail Authority: contracting: Construction Manager/General Contractor project delivery method.	4/25/2024-A. DESK 4/25/2024-Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Current law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, delivering, and operating cost-effective and responsive transit connectivity, between the Bay Area Rapid Transit District’s rapid transit system and the Altamont Corridor Express commuter rail service. Current law gives the authority all of the powers necessary for planning, acquiring, leasing, developing, jointly developing, owning, controlling, using, jointly using, disposing of, designing, procuring, and constructing facilities to achieve transit connectivity, including, among other powers, the power to contract with public and private entities for the planning, design, and construction of the connection. Current law authorizes these contracts to be assigned separately or combined to include any or all tasks necessary to achieve transit connectivity. <ul style="list-style-type: none"> • This bill would authorize the Tri-Valley-San Joaquin Valley Regional Rail Authority to use the Construction Manager/General Contractor project delivery method when contracting for the planning, design, and construction of the connection. • The bill would additionally authorize the contracts of the authority to extend to work on the state highway system for the construction of passenger rail service through the Altamont Pass Corridor. 	
SB 1086 Seyarto R	2/21/2024-S. REV. & TAX 4/10/2024-April 10 set for first	The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each	

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Sales and Use Tax Law: motor vehicle fuel tax: sales price: gross receipts.	hearing. Failed passage in committee. (Ayes 2. Noes 4.) Reconsideration granted.	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 sales and use tax laws provide a partial exemption from the taxes imposed by those laws for motor vehicle fuel that is subject to the taxes imposed by the Motor Vehicle Fuel Tax Law. • This bill , beginning January 1, 2025, would exclude from the terms “gross receipts” and “sales price” under the Sales and Use Tax Law the amount of any motor vehicle fuel tax imposed pursuant to the Motor Vehicle Fuel Tax Law.	
SB 1087 Grove R Oil imports: air quality emissions data.	4/22/2024-S. APPR. 4/22/2024-VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Appropriations] (PASS)	The Petroleum Industry Information Reporting Act of 1980, requires refiners, as defined, to report monthly to the State Energy Resources Conservation and Development Commission (Energy Commission), for each of their refineries, specified information, including the origin of petroleum receipts and the source of imports of finished petroleum products. • This bill would express the intent of the Legislature that the Energy 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 1092 Blakespear D Coastal resources: multifamily housing	4/16/2024-S. APPR. 4/22/2024-Set for hearing April 29.	The California Coastal Act of 1976 authorizes an appeal to the California Coastal Commission for any action taken by a local government on coastal development permit applications, as provided. The act requires the commission to hear the appeal and	

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development: coastal development permits: appeals: report.		establishes specified appeal procedures, as provided. • This bill would require the commission, on or before January 1, 2028, to provide a report to the Legislature that provides information regarding appeals relating to multifamily housing developments, as defined, including, among other things, the percentage of coastal development permits for multifamily housing developments that are appealed, approved, and denied.	
SB 1111 Min D Public officers: contracts: financial interest.	4/23/2024-S. APPR. 4/23/2024-From committee: Do pass and re-refer to Com. on APPR with recommendation: To consent calendar. (Ayes 6. Noes 0.) (April 22). Re-referred to Com. on APPR.	Current law prohibits Members of the Legislature, and state, county, district, judicial district, and city officers or employees from being financially interested in a contract, as specified, made by them in their official capacity or by any body or board of which they are members, subject to specified exceptions. Current law identifies certain remote interests that are not subject to this prohibition if, among other things, the member or officer discloses the fact of that interest to the body or board, including, among others, that of a parent in the earnings of the parent’s minor child for personal services. Current law imposes a criminal penalty on every officer or person who willfully violates these provisions. • This bill , on and after January 1, 2026, would include within the definition of remote interest that of a public officer in the financial interest of that public officer’s child, parent, or sibling, or the spouse of the child, parent, or sibling if the interest is actually known to the public officer.	
SB 1134 Caballero D Surplus land.	4/3/2024-S. L. GOV. 4/17/2024-Set for hearing May 1.	Existing law provides for the disposal of land owned by a local agency that is surplus and is not necessary for the agency’s use. The local agency is required to declare the land either “surplus land” or “exempt surplus land,” as prescribed. Existing law sets forth	

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		<p>procedures for the disposal of surplus land and provides that these procedures do not apply to exempt surplus land. Existing law, for prescribed surplus land parcels developed with residential units, requires minimum percentages of residential units developed on the parcel to be sold or rented at affordable housing cost or affordable rent.</p> <ul style="list-style-type: none"> • This bill, with regard to surplus land, would require each parcel of land to be considered a distinct unit of surplus land, with the exception of contiguous parcels that are disposed of simultaneously to the same receiving entity or any entity working in concert with another receiving entity, which parcels the bill would require to be treated as a single unit of land. 	
<p>SB 1135 Limón D</p> <p>Greenhouse Gas Reduction Fund: income taxes: credit.</p>	<p>4/24/2024-S. APPR. 4/25/2024-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources 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. Current law continuously appropriates the annual proceeds of the fund to the various purposes.</p> <ul style="list-style-type: none"> • This bill, in the 2025–26 fiscal year through the 2035–36 fiscal year, would transfer 1% of the annual proceeds of the Greenhouse Gas Reduction Fund, not to exceed \$120,000,000 per fiscal year, to the California Compost Tax Credit Fund, which the bill would establish. 	

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SB 1136 Stern D California Global Warming Solutions Act of 2006: report.	4/9/2024-S. THIRD READING 4/9/2024-Read second time. Ordered to third reading.	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. Current law requires the state board to present an informational report on the reported emissions of greenhouse gases, criteria pollutants, and toxic air contaminants from all sectors covered by the scoping plan at least once a year at a hearing of the Joint Legislative Committee on Climate Change Policies. <ul style="list-style-type: none"> • This bill would instead require that informational report to cover topics related to the scoping plan, as directed by the Joint Legislative Committee on Climate Change Policies. 	
SB 1138 Newman D Pupil attendance: excused absences: military entrance processing.	4/22/2024-S. APPR. 4/23/2024-From committee: Do pass and re-refer to Com. on APPR with recommendation: To consent calendar. (Ayes 5. Noes 0.) (April 22). Re-referred to Com. on APPR.	Current law, notwithstanding the requirement that each person between 6 and 18 years of age who is not otherwise exempted is subject to compulsory full-time education, requires a pupil to be excused from school for specified types of absences, including, among others, an absence for purposes of spending time with a member of the pupil's immediate family who is an active duty member of the uniformed services, and has been called to duty for, is on leave from, or has immediately returned from deployment to a combat zone or combat support position, as specified. <ul style="list-style-type: none"> • This bill would add a pupil's participation in military entrance processing to the list of excused absences. 	
SB 1140 Caballero D Enhanced infrastructure financing district.	3/20/2024-S. E.Q. 4/25/2024-From committee: Do pass. (Ayes 5. Noes 2.) (April 24).	Existing law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district to finance public capital facilities or other specified projects, with a governing body referred to as the public financing authority, by	

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		<p>adopting a resolution of intention to establish the proposed district. Existing law requires the legislative body to direct the city official or county official, as applicable, selected by the legislative body, to mail a copy of the resolution to each affected taxing entity.</p> <ul style="list-style-type: none"> • This bill would revise and recast those provisions by, among other things, requiring the public financing authority to hold a meeting and 2 public hearings, as specified. • The bill would remove the requirement that annual report notices be mailed by first-class mail. • This bill contains other related provisions and other existing laws. 	
<p>SB 1155 Hurtado D</p> <p>Political Reform Act of 1974: postgovernment employment restrictions.</p>	<p>4/16/2024-S. APPR. 4/23/2024-Set for hearing April 29.</p>	<p>Under current law, Members of the Legislature, elected state officers, and designated employees of state administrative agencies are subject to various restrictions on their activities following their departure from state service.</p> <ul style="list-style-type: none"> • This bill would, for a period of one year after leaving office, prohibit the head of a state administrative agency from engaging in any activity to influence legislative or administrative action by the Legislature or a state administrative agency that would require the individual to register as a lobbyist. 	
<p>SB 1157 Hurtado D</p> <p>State contracts: certification process: forced labor and human trafficking.</p>	<p>4/17/2024-S. APPR. 4/22/2024-Set for hearing April 29.</p>	<p>Current law requires a contract entered into by any state agency for the procurement or laundering of apparel, garments, or corresponding accessories, or the procurement of equipment, materials, or supplies, other than procurement related to a public works contract, to require that a contractor certify that nothing furnished to the state pursuant to the contract has been laundered or produced by certain types of labor, including forced labor, as defined. Current law makes any person who falsely certifies</p>	

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		<p>pursuant to these provisions guilty of a misdemeanor.</p> <ul style="list-style-type: none"> • This bill would revise the above contracting requirements to also require a contractor to certify that the contract complies with specified requirements relating to human trafficking, including certain prohibitions on contractors, contractor employees, subcontractors, subcontractor employees, and their agents. • The bill would revise the definition of forced labor to mean knowingly providing or obtaining labor or services of a person by, among other things, threats of serious harm to, or physical restraint against, that person or another person. • The bill would require contractors and subcontractors to notify employees of specified prohibited activities and the actions that may be taken against them for violations. • The bill would provide that a contractor is ineligible for, and shall not bid on, or submit a proposal for, a contract under these provisions if the contractor has failed to certify its compliance. 	
<p>SB 1162 Cortese D</p> <p>Public contracts: employment compliance reports and payroll records: workers' dates of birth.</p>	<p>4/24/2024-S. APPR. 4/24/2024-From committee: Do pass and re-refer to Com. on APPR with recommendation: To consent calendar. (Ayes 11. Noes 0.) (April 23). Re-referred to Com. on APPR.</p>	<p>Existing law establishes requirements that apply when a public entity is required by statute or regulation to obtain an enforceable commitment that a bidder, contractor, or other entity will use a skilled and trained workforce to complete a contract or project. Existing law requires the enforceable commitment to provide that the contractor, bidder, or other entity will provide to the public entity or other awarding body a report on a monthly basis demonstrating its compliance with these requirements.</p> <ul style="list-style-type: none"> • This bill would additionally require the enforceable commitment to provide that the above-described report will include the date of birth of each worker. • This bill contains other existing laws. 	

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SB 1172 Grove R Personal income tax: voluntary contributions: California Breast Cancer Research Voluntary Tax Contribution Fund and California Cancer Research Voluntary Tax Contribution Fund.	4/25/2024-A. DESK 4/25/2024-Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Current law allows individuals, until January 1, 2025, to designate on their personal income tax return that a specified amount in excess of their tax liability be contributed to the California Breast Cancer Research Voluntary Tax Contribution Fund, which is continuously appropriated to the Franchise Tax Board, the Controller, and the University of California for specified purposes. Current law also allows individuals, until January 1, 2025, to designate on their tax returns that a specified amount in excess of their tax liability be contributed to the California Cancer Research Voluntary Tax Contribution Fund, which is continuously appropriated to the Franchise Tax Board, the Controller, and the University of California for specified purposes. Current law requires that each of these funds equal or exceed a minimum contribution amount of \$250,000 to continue appearing on the return. <ul style="list-style-type: none"> • This bill would extend the operation of each fund’s provisions to January 1, 2032. 	
SB 1199 Roth D Automated traffic enforcement systems.	2/29/2024-S. TRANS. 2/29/2024-Referred to Com. on TRANS.	Existing law authorizes the limit line, intersection, or other places where a driver is required to stop to be equipped with an automated traffic enforcement system if the governmental agency utilizing the system meets certain requirements. <ul style="list-style-type: none"> • This bill would delete obsolete provisions of those requirements and would make other technical, nonsubstantive changes. 	
SB 1204 Archuleta D Planning and Zoning Law: electric vehicle charging stations.	2/15/2024-S. RLS. 2/29/2024-Referred to Com. on RLS.	Existing law, the Planning and Zoning Law, with regard to zoning regulations, requires every city, county, and city and county to administratively approve an application to install electric vehicle charging stations and, until January 1, 2030, hydrogen-fueling stations that meet certain requirements, through the issuance of a	

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		building permit or similar nondiscretionary permit, as prescribed. • This bill would make nonsubstantive changes to those provisions.	
SB 1207 Dahle R Buy Clean California Act: eligible materials.	4/17/2024-S. APPR. 4/22/2024-Set for hearing April 29.	The Buy Clean California Act requires the Department of General Services, by January 1, 2022, to establish and publish in the State Contracting Manual, in a department management memorandum, or on the department’s internet website, a maximum acceptable global warming potential for each category of eligible materials, as defined, in accordance with specified requirements. Current law defines “eligible materials” for those purposes. By January 1, 2025, and every 3 years thereafter, current law requires the department to review the maximum acceptable global warming potential for each category of eligible materials, as provided. • This bill would revise the definition of “eligible materials” to delete mineral wool board insulation and additionally include insulation, and would make various nonsubstantive changes to the definition provisions of the act.	
SB 1216 Blakespear D Transportation projects: Class III bikeways: prohibition.	4/24/2024-S. APPR. 4/24/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 4.) (April 23). Re-referred to Com. on APPR.	Current law establishes 4 classifications of bikeways and defines a “Class III bikeway” as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. • This bill would define “sharrow” as the pavement marking used to inform road users that bicyclists might occupy the travel lane. • The bill would prohibit, on and after January 1, 2025, an agency responsible for the development or operation of bikeways or highways where bicycle travel is permitted from installing or restriping a Class III bikeway or a sharrow on a highway that has a posted speed limit greater than 30 miles per hour.	

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<p>SB 1221 Min D</p> <p>Gas corporations: priority neighborhood decarbonization zones: pilot projects.</p>	<p>4/23/2024-S. L., P.E. & R. 4/25/2024-From committee with author's amendments. Read second time and amended. Re-referred to Com. on L., P.E. & R.</p>	<p>Current law vests the Public Utilities Commission with regulatory authority over public utilities, including gas corporations. Current law requires every public utility to furnish and maintain adequate, efficient, just and reasonable service, instrumentalities, equipment, and facilities as are necessary to promote the safety, health, comfort, and convenience of its patrons, employees, and the public.</p> <ul style="list-style-type: none"> • This bill would require each gas corporation, on or before July 1, 2025, and annually thereafter, to file a map containing certain information, including the location of all potential gas distribution line replacement projects identified in its distribution integrity management plan and other foreseeable gas distribution pipeline replacements. • The bill would require the commission, on or before January 1, 2026, in a new or existing proceeding, to establish a voluntary program to facilitate the cost-effective decarbonization of priority neighborhood decarbonization zones, as defined, not to exceed 30 pilot projects across the state and affecting no more than 1% of each of gas corporation’s customers within their service territory. • The bill would require the commission to do various things, including establish the criteria and methodology for determining the cost-effectiveness of zero-emission alternatives, as defined, for purposes of the pilot projects, determine the appropriate rate of return and recovery period that a gas corporation is eligible to receive for their costs to implement zero-emission alternatives for purposes of the pilot projects, and designate priority neighborhood decarbonization zones taking into consideration certain factors. • The bill would authorize a gas corporation to cease providing service in an area within its service territory where a pilot project has 	

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		<p>been implemented if the commission determines that adequate substitute energy service is reasonably available to support the energy end use of affected gas corporation customers, as provided.</p> <ul style="list-style-type: none"> • The bill would repeal the above-described provisions on January 1, 2030. 	
<p>SB 1239 Grove R</p> <p>State vehicle fleet: zero-emission vehicles: raw materials: child labor.</p>	<p>4/23/2024-S. APPR. 4/24/2024-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Current law requires the Department of General Services, beginning no later than the 2024–25 fiscal year, to ensure that at least 50% of the light-duty vehicles purchased for the state vehicle fleet each fiscal year are zero-emission vehicles, except as provided.</p> <ul style="list-style-type: none"> • This bill would require the department to require a supplier of zero-emission vehicles purchased for the state vehicle fleet to certify that any raw materials used in the manufacturing of the zero-emission vehicles, including, but not limited to, cobalt and lithium, come from mining operations that are free of child labor. 	
<p>SB 1259 Niello R</p> <p>California Environmental Quality Act: judicial review.</p>	<p>2/29/2024-S. E.Q. 4/3/2024-April 3 set for first hearing. Failed passage in committee. (Ayes 2. Noes 0.)</p>	<p>Would authorize a defendant, in an action brought under the California Environmental Quality Act (CEQA), 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.</p> <ul style="list-style-type: none"> • The bill would authorize the motion to be heard on shortened time at the court’s discretion. • 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 	

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		<p>contributed, and to identify any pecuniary or business interest related to the project of any person or entity that contributes in excess of \$10,000 to the costs of the action, as specified.</p> <ul style="list-style-type: none"> • The bill would, except as provided, prohibit those disclosures from being admissible into evidence for any purpose. • 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 1271 Min D</p> <p>Electric bicycles, powered mobility devices, and storage batteries.</p>	<p>4/23/2024-S. APPR. 4/24/2024-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Current law defines “class 1 electric bicycle” as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour, and defines “class 3 electric bicycle” as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour, and equipped with a speedometer.</p> <ul style="list-style-type: none"> • This bill would clarify that an electric bicycle is a bicycle equipped with fully operable pedals and an electric motor with continuous rated mechanical power of not more than 750 watts. • The bill would also clarify the definitions of “class 1 electric bicycle” and “class 3 electric bicycle” by providing that the motor on a class 1 electric bicycle is not capable of exclusively propelling the bicycle nor providing assistance to reach speeds greater than 20 miles per hours and the motor on a class 3 electric bicycle is not capable of exclusively propelling the bicycle. 	
<p>SB 1303 Caballero D</p>	<p>4/24/2024-S. APPR. 4/25/2024-Read second time and</p>	<p>Current law defines the term “public works” for purposes of requirements regarding the payment of prevailing wages to include</p>	

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Public works.	amended. Re-referred to Com. on APPR.	<p>construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. Current law requires an awarding body, as part of a labor compliance program, to withhold contract payments when, among other things, payroll records are delinquent or inadequate. Current law requires an awarding body, as specified, to provide notice of withholding of contract payments to the contractor or subcontractor. Current law requires the notice to be in writing, and describe the nature of the violation and the amount of wages, penalties, and forfeitures withheld.</p> <ul style="list-style-type: none"> • This bill would require an awarding body, prior to withholding funds for an alleged violation, to, among other things, notify the Division of Labor Standards Enforcement and confer with the negotiating parties to review relevant public works law. • The bill would require the awarding body to participate in a revised process authorizing the contractor or subcontractor to review and respond to the alleged violations. 	
<p>SB 1387 Newman D</p> <p>California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: vehicle eligibility.</p>	<p>4/24/2024-S. APPR. 4/25/2024-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Current law establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The state board, in this capacity, administers the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project under which the agency issues a limited number of vouchers to incentivize the purchase and use of zero-emission commercial vehicles.</p> <ul style="list-style-type: none"> • This bill would require the state board to authorize a voucher issued under the program to be used for the acquisition of any zero-emission vehicle that meets specified requirements, including that the vehicle has a gross vehicle weight rating that exceeds 8,500 	

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		pounds and the vehicle is purchased for fleet operations by a public or private fleet or for personal and commercial use by an individual. If the voucher is provided to an individual to acquire a vehicle for personal and commercial use, the bill would require that individual to attest under penalty of perjury that the vehicle will primarily be used in furtherance of a valid commercial or business purpose, including, but not limited to, hauling or towing.	
SB 1417 Allen D Transit districts: prohibition orders.	4/18/2024-A. DESK 4/18/2024-Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Current law prohibits certain acts by a person with respect to the property, facilities, or vehicles of a transit district. Current law authorizes the Fresno Area Express, the Los Angeles County Metropolitan Transportation Authority, the Sacramento Regional Transit District, the San Francisco Bay Area Rapid Transit District, and the Santa Clara Valley Transportation Authority to issue a prohibition order to any 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. <ul style="list-style-type: none"> • This bill would provide that the Santa Monica Department of Transportation is also a transit district for purposes of these provisions regarding prohibition orders. 	

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FEDERAL LEGISLATION

BILL/AUTHOR	DESCRIPTION	STATUS
<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>
<p>H. R. 2617</p>	<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 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</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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	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.	
HR 4346	<p>CHIPS AND SCIENCE ACT</p> <p>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>	08/09/2022 - Became Public Law No: 117-167

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<p>HR 5376 Rep. John Yarmuth (D-KY)</p>	<p>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.</p>	<p>11/19/21 – Passed the House Awaits action in the Senate</p>
<p>S. 1931 Sen. Tom Carper (D- DE)</p> <p>H.R. 5228 / S. 2726 Rep. Henry “Hank” C. Johnson, Jr. (D-GA) and</p>	<p>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.</p> <p>PUBLIC TRANSPORTATION EXPANSION ACT 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</p>	<p>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 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>Senator Jon Ossoff (D-GA)</p>	<p>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>	
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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> <p>6/25/20 - Board adopts a Support position</p>
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<p>H.R. 4550</p> <p>Rep. David Price (D – NC)</p>	<p>TRANSPORTATION, HOUSING, AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2022</p> <p>This bill provides FY2022 appropriations to the Department of Transportation (DOT), the Department of Housing and Urban Development (HUD), and several related agencies.</p>	<p>03/15/22 – Became law as part of the H.R. 2471, the Consolidated Appropriations Act of 2022</p>
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