

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
July 2024  
Metro Government Relations**

**STATE LEGISLATION**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 6</a> <a href="#">Friedman</a> D</p> <p>Transportation planning: regional transportation plans: reduction of greenhouse gas emissions.</p>	<p>5/30/2024-S. TRANS. 6/11/2024-In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires that each regional transportation plan include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain regional 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. Current law requires the state board to update the regional targets every 8 years until 2050. Current law requires a metropolitan planning organization, before adopting a sustainable communities strategy, to quantify the reduction in the emissions of greenhouse gases projected to be achieved by the sustainable communities strategy and set forth the difference, if any, between the amount of that reduction and the regional targets.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the state board to update the regional targets indefinitely, rather than only until 2050, and authorize the state board to update the years to which those targets apply, as specified.</li> </ul>	
<p><a href="#">AB 7</a> <a href="#">Friedman</a> 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</p>	

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		Transportation Commission to incorporate specified goals into program funding guidelines and processes.	
<a href="#">AB 45</a> <a href="#">Boerner D</a>  Coastal resources: coastal development permits: blue carbon demonstration projects.	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)	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. <ul style="list-style-type: none"> <li>• <b>This bill</b> would authorize the commission to authorize blue carbon demonstration projects, as defined, in order to demonstrate and quantify the carbon sequestration potential of these projects to help inform the state’s natural and working lands and climate resilience strategies.</li> </ul>	
<a href="#">AB 67</a> <a href="#">Muratsuchi D</a>  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"> <li>• <b>The bill</b> 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.</li> </ul>	

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		<ul style="list-style-type: none"> <li>• <b>The bill</b> 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.</li> </ul>	
<a href="#">AB 86</a> <a href="#">Jones-Sawyer D</a>  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 FILE on 8/14/2023)(May be acted upon Jan 2024)	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"> <li>• <b>The bill</b> would require the coordinator to perform prescribed duties, including, among others, identifying a local leader in each relevant city, county, city and county, or other jurisdiction to serve as a liaison between the coordinator and that jurisdiction, overseeing homelessness programs, services, data, and policies between federal, state, and local agencies, coordinating the timing of release of funds and applications for funding for housing and housing-based services impacting Californians experiencing homelessness, and, in collaboration with local leaders, providing annual recommendations to the Legislature and the Governor, as specified.</li> <li>• <b>The bill</b> would authorize the coordinator to adjust state goals to the extent allowed by state law.</li> </ul>	
<a href="#">AB 99</a> <a href="#">Connolly D</a>  Department of Transportation: state roads and highways: integrated pest management.	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 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. <ul style="list-style-type: none"> <li>• <b>The bill</b> would require the Department of Transportation, in</li> </ul>	

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		<p>developing the statewide policy, to consult with the Department of Pesticide Regulation and the University of California Statewide Integrated Pest Management Program.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> 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.</li> <li>• <b>The bill</b> would require the Department of Transportation, on or before December 31, 2025, and annually thereafter, to make publicly available on its internet website the amount, location, and type of pesticides, and the pesticide formulation, by city and county, it uses, and, at least 24 hours before applying a pesticide, would require the Department of Transportation to provide on its internet website and mobile application, and through any other means of communication deemed appropriate by the applicable state transportation district, information on when and where it plans to apply the pesticide.</li> </ul>	
<p><a href="#">AB 101</a> <a href="#">Ting D</a> Budget Act of 2023.</p>	<p>8/14/2023-S. BUDGET &amp; F.R. 8/14/2023-Re-referred to Com. on B. &amp; F.R.</p>	<ul style="list-style-type: none"> <li>• <b>This bill</b> would make appropriations for the support of state government for the 2023–24 fiscal year.</li> <li>• <b>This bill</b> contains other related provisions.</li> </ul>	
<p><a href="#">AB 270</a> <a href="#">Lee D</a> Political Reform Act of 1974: public campaign financing.</p>	<p>6/21/2024-S. E. &amp; C.A. 6/14/2023-Referred to Coms. on E. &amp; C.A. and APPR. (Set for hearing on 07/02/2024)</p>	<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"> <li>• <b>This bill</b> would permit a public officer or candidate to expend or accept public moneys for the purpose of seeking elective office if the</li> </ul>	

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		<p>state or a local governmental entity established a dedicated fund for this purpose, as specified.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> 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.</li> </ul>	
<a href="#">AB 295</a> <a href="#">Lowenthal</a> D  Residential real property: foreclosure.	6/24/2024-A. CONCURRENCE 6/25/2024-From committee: That the Senate amendments be concurred in. (Ayes 11. Noes 0.) (June 25).	<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"> <li>• <b>This bill</b> would prohibit a person from contacting, soliciting, or initiating communication with an owner to claim the surplus funds from a foreclosure sale of the owner’s residence before 90 days after the trustee’s deed has been required.</li> </ul>	
<a href="#">AB 377</a> <a href="#">Muratsuchi</a> 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)	<p>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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	

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<a href="#">AB 382</a> <a href="#">Cervantes</a> 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 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.	
<a href="#">AB 593</a> <a href="#">Haney</a> D	9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was	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	

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Carbon emission reduction strategy: building sector.	APPR. SUSPENSE FILE on 8/14/2023)(May be acted upon Jan 2024)	the building sector, as provided. <ul style="list-style-type: none"> <li>• <b>The bill</b> 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.</li> <li>• <b>The bill</b> would require the commission, on or before September 31, 2024, to submit the adopted strategy to the relevant policy committees of the Legislature.</li> </ul>	
<a href="#">AB 637</a> <a href="#">Jackson</a> D  Zero-emission vehicles: fleet owners: rental vehicles.	6/26/2024-S. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 0.) (June 25). Re-referred to Com. on APPR.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. Current law also generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Current law requires the state 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 to be necessary, cost effective, and technologically feasible, to carry out specified purposes, unless preempted by federal law. <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	
<a href="#">AB 761</a> <a href="#">Friedman</a> D	5/30/2024-S. THIRD READING 5/30/2024-Read second time. Ordered to third reading.	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	SUPPORT

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Local finance: enhanced infrastructure financing districts.		<p>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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b>, for plans proposed on or after January 1, 2025, 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 (TIFIA) loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the approval of a TIFIA loan, as specified.</li> </ul>	
<a href="#">AB 817</a> <a href="#">Pacheco D</a>	5/1/2024-S. L. GOV. 6/5/2024-In committee: Set, second	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	Support

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<p>Open meetings: teleconferencing: subsidiary body.</p>	<p>hearing. Failed passage. Reconsideration granted.</p>	<p>description of each item of business to be transacted. Current law authorizes the legislative body of a local agency to use alternate 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). Current law imposes different requirements for notice, agenda, and public participation, as prescribed, when a legislative body is using alternate teleconferencing provisions. The nonemergency provisions impose restrictions on remote participation by a member of the legislative body and require the legislative body to provide specific means by which the public may remotely hear and visually observe the meeting.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b>, 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.</li> <li>• <b>The bill</b> would require at least one staff member of the local agency to be present at a designated primary physical meeting location during the meeting.</li> <li>• <b>The bill</b> would require the local agency to post the agenda at the primary physical meeting location.</li> <li>• <b>The bill</b> would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified.</li> <li>• <b>The bill</b> would also require the subsidiary body to list a member of the</li> </ul>	

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		<p>subsidiary body who participates in a teleconference meeting from a remote location in the minutes of the meeting. 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>	
<p><a href="#">AB 1011</a> <a href="#">Weber</a> D  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"> <li>• <b>This bill</b> would prohibit a participating entity of a closed-loop referral system (CLRS) from selling, renting, releasing, disclosing, disseminating, making available, transferring, or otherwise communicating orally, in writing, or by electronic or other means, social care information stored in or transmitted through a CLRS in exchange for monetary or other valuable consideration, except as specified.</li> <li>• <b>The bill</b> would further prohibit a participating entity from using social care information stored in, or transmitted through, a CLRS for any</li> </ul>	

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		purpose or purposes other than the social care purpose or purposes for which that social care information was collected or generated, except as specified.	
<a href="#">AB 1168</a> <a href="#">Bennett</a> D  Emergency medical services (EMS): prehospital EMS.	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)	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. <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	
<a href="#">AB 1198</a> <a href="#">Grayson</a> D  GO-Biz: Energy Unit: equity.	9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 7/11/2023)(May be acted upon Jan 2024)	Current law establishes, within the Governor’s Office of Business and Economic Development, known as “GO-Biz,” the Energy Unit to accelerate the planning, financing, and execution of critical energy infrastructure projects that are necessary for the state to reach its climate, energy, and sustainability policy goals, including by identifying barriers, making recommendations, creating a working group, coordinating between the state’s climate and energy agencies, and cooperating with local, regional, federal, and California public and private businesses and investors. Current law requires the Energy Unit	

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		<p>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"> <li>• <b>This bill</b> 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.</li> <li>• <b>The bill</b> 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.</li> <li>• <b>The bill</b> 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.</li> </ul>	
<p><a href="#">AB 1250</a> <a href="#">Friedman D</a></p> <p>Department of Transportation: low-carbon materials.</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>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 transportation projects, alternative and emerging materials with lower carbon emissions or net-negative carbon emissions, and strategies for using materials with lower carbon materials.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would require the department to report to the Legislature</li> </ul>	

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<a href="#">AB 1333</a> <a href="#">Ward D</a>  Single-family dwelling units: bundled sales.	5/1/2024-S. JUD. 6/10/2024-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on JUD.	annually on the department's progress in implementing the strategies described above.  Current law regulates the transfer of property. Current law generally permits any kind of property to be transferred, subject to specified exceptions. <ul style="list-style-type: none"> <li>• <b>This bill</b> would prohibit a homebuilder of a new single-family dwelling unit, as defined, from conducting a bundled sale of 2 or more parcels of real property containing one to 4 single-family dwelling units, inclusive, under a single assessor's parcel number, in a single transaction to an institutional investor, as defined, if the certificate of occupancy was issued for a single-family dwelling unit within the bundled sale and the contract of sale was entered into on or after January 1, 2025.</li> <li>• <b>The bill</b> would exempt a homebuilder from this prohibition if the homebuilder obtains an affidavit signed under penalty of perjury from the buyer that the buyer is not an institutional investor, among other things.</li> </ul>	
<a href="#">AB 1335</a> <a href="#">Zbur D</a>  Local government: transportation planning and land use: sustainable communities strategy.	9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 7/12/2023)(May be acted upon Jan 2024)	Current law requires specified designated transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, as described. Current law requires the plan to include specified information, including a sustainable communities strategy prepared by each metropolitan planning organization, and requires each transportation planning agency to adopt and submit, every 4 years, an updated plan to the California Transportation Commission and the Department of Transportation. Current law requires the sustainable communities strategy to include specified information, including an	

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		<p>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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	
<p><a href="#">AB 1348</a> <a href="#">Grayson D</a></p> <p>State government: Controller: claims audits.</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>Existing law, the Government Claims Act, generally requires the presentation of all claims for money or damages against local public entities and the state. Existing law provides for the presentation of a claim for which appropriations have been made, or for which state funds are available, under that act to the Controller, in the form and manner prescribed by the general rules and regulations adopted by the Department of General Services. Existing law, with specified exceptions, prohibits the Controller from drawing a warrant for any claim until it has been audited in conformity with law and the general rules and regulations adopted by the Department of General Services governing the presentation and audit of claims.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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</li> </ul>	

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		<p>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.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would also authorize the Controller to conduct any audits necessary to carry out their constitutional and statutory duties and responsibilities under the law.</li> <li>• <b>The bill</b> 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.</li> <li>• <b>The bill</b> would make related legislative findings and declarations.</li> </ul>	
<p><a href="#">AB 1349</a> <a href="#">Irwin D</a></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., &amp; 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> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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</li> </ul>	

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		<p>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.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> 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.</li> </ul>	
<p><a href="#">AB 1567</a> <a href="#">Garcia</a> D</p> <p>Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce Development Bond Act of 2024.</p>	<p>5/22/2024-S. N.R. &amp; W. 5/22/2024-Re-referred to Com. on N.R. &amp; W.</p>	<p>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.</p>	
<p><a href="#">AB 1774</a> <a href="#">Dixon</a> R</p> <p>Vehicles: electric bicycles.</p>	<p>6/25/2024-A. ENROLLED 6/25/2024-Enrolled and presented to the Governor at 4 p.m.</p>	<p>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 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>	

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		<ul style="list-style-type: none"> <li>• <b>This bill</b> would clarify that the exception to this prohibition only applies if the bicycle continues to meet the definition of an electric bicycle.</li> <li>• <b>This bill</b> 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.</li> </ul>	
<a href="#">AB 1777</a> <a href="#">Ting D</a>  Autonomous vehicles.	6/25/2024-S. APPR. 6/27/2024-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (June 25).	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.  <ul style="list-style-type: none"> <li>• <b>This bill</b> would require, 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 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.</li> </ul>	

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<p><a href="#">AB 1778</a> <a href="#">Connolly</a> D</p> <p>Vehicles: electric bicycles.</p>	<p>5/30/2024-S. THIRD READING 5/30/2024-Read second time and amended. Ordered to third reading.</p>	<p>Would establish the Marin Electric Bicycle Safety Pilot Program that 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"> <li>• <b>The bill</b> would require an ordinance or resolution that is adopted for this purpose to make a violation punishable by warning notices for the first 60 days after the prohibition comes into effect. After the 60-day period, the bill would require a violation to be an infraction punishable by a fine of \$25.</li> <li>• <b>The bill</b> would prohibit a record of the action from being transmitted to the court and a fee from being imposed if the person who violates the ordinance or resolution delivers proof to the issuing agency within 120 days after the citation was issued that the person has completed specified requirements.</li> <li>• <b>The bill</b> 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 taken by peace officers during the traffic stops, as specified.</li> <li>• <b>The bill</b> 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.</li> </ul>	

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<a href="#">AB 1785</a> <a href="#">Pacheco</a> D  California Public Records Act.	6/27/2024-S. THIRD READING 6/27/2024-From Consent Calendar. Ordered to third reading.	The California Public Records Act prohibits a state or local agency from posting the home address or telephone number of any elected or appointed official on the internet without first obtaining the written permission of that individual.  • <b>This bill</b> would instead 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.	
<a href="#">AB 1812</a> <a href="#">Gabriel</a> D  Budget Act of 2024.	1/16/2024-A. BUDGET 1/16/2024-Referred to Com. on BUDGET.	Would make appropriations for the support of state government for the 2024–25 fiscal year.	
<a href="#">AB 1820</a> <a href="#">Schiavo</a> D  Housing development projects: applications: fees and exactions.	6/11/2024-S. HOUSING 6/11/2024-From committee: Do pass and re-refer to Com. on HOUSING. (Ayes 7. Noes 0.) (June 11). Re-referred to Com. on HOUSING.	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.  • <b>This bill</b> 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 a city, county, or city and county to provide the estimate within 30	

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		business days of the submission of the preliminary application. For development fees imposed by an agency other than a city, county, or city and county, the bill would require the development proponent to request the fee schedule from the agency that imposes the fee without delay.	
<a href="#">AB 1855</a> <a href="#">Arambula</a> D  Open meetings: teleconferences: community college student body associations and student-run organizations.	6/13/2024-S. THIRD READING 6/13/2024-Read second time. Ordered to third reading.	The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. <ul style="list-style-type: none"> <li>• <b>This bill</b>, until January 1, 2026, would authorize a California Community College student body association and other specified student-run community college organizations 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.</li> </ul>	

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<a href="#">AB 1870</a> <a href="#">Ortega</a> D  Notice to employees: legal services.	6/20/2024-A. ENROLLMENT 6/20/2024-Read third time. Passed. Ordered to the Assembly. (Ayes 36. Noes 0.). In Assembly. Ordered to Engrossing and Enrolling.	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 of the Division of Workers’ Compensation to make the form and content of this notice available to self-insured employers and insurers. <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> <li>• <b>The bill</b> would also make technical, nonsubstantive changes to these provisions.</li> </ul>	
<a href="#">AB 1879</a> <a href="#">Gipson</a> D  Property taxation: filing.	6/26/2024-S. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (June 26). Re-referred to Com. on APPR.	The California Constitution provides for the taxation of property and establishes the State Board of Equalization to administer those taxes. Current property tax law, pursuant to constitutional authorization, sets forth procedures for imposing and collecting taxes on property in the state. Current law requires a person owning taxable personal property, as specified, to file annually a signed property statement declared to be true under the penalty of perjury with the assessor. Current law authorizes a property statement to be filed with the assessor through the United States mail, properly addressed with postage prepaid. <ul style="list-style-type: none"> <li>• <b>This bill</b> would instead authorize the statement to be filed through the United States mail provided it is mailed in a manner that includes a postmark and is properly addressed with postage prepaid, as specified.</li> </ul>	

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<a href="#">AB 1890</a> <a href="#">Patterson, Joe</a> R  Public works: prevailing wage.	6/18/2024-S. THIRD READING 6/18/2024-Read second time. Ordered to third reading.	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 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"> <li>• <b>This bill</b> 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.</li> </ul>	
<a href="#">AB 1904</a> <a href="#">Ward</a> D  Transit buses: yield right-of-way sign.	5/30/2024-S. THIRD READING 5/30/2024-Read second time. Ordered to third reading.	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 red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers.  <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	

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<p><a href="#">AB 1921</a>  <a href="#">Papan</a> D</p> <p>Energy: renewable electrical generation facilities: definition.</p>	<p>6/18/2024-S. E.Q.  6/18/2024-From committee: Do pass and re-refer to Com. on E.Q. (Ayes 17. Noes 0.) (June 18). Re-referred to Com. on E.Q.</p>	<p>Current law defines a “renewable electrical generation facility” as a facility that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation of 30 megawatts or less, digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets other specified requirements. Current law incorporates that definition 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"> <li>• <b>This bill</b> would revise the definition of “renewable electrical generation facility” to include a facility that uses fuel cells or linear generators that use specified fuels.</li> </ul>	
<p><a href="#">AB 1941</a>  <a href="#">Quirk-Silva</a> D</p> <p>Local public employee organizations.</p>	<p>6/25/2024-A. ENROLLED  6/25/2024-Enrolled and presented to the Governor at 4 p.m.</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</p>	

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		<p>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"> <li>• <b>This bill</b> would additionally authorize a recognized employee organization to charge an employee covered by the Public Safety 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.</li> <li>• <b>The bill</b> would apply this authorization only to proceedings for which the recognized employee organization does not exclusively control the process.</li> </ul>	
<p><a href="#">AB 1948</a> <a href="#">Rendon D</a></p> <p>Homeless multidisciplinary personnel teams.</p>	<p>6/20/2024-A. ENROLLMENT 6/20/2024-Read third time. Passed. Ordered to the Assembly. (Ayes 36. Noes 0.). In Assembly. Ordered to Engrossing and Enrolling.</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,</p>	

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		<p>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"> <li>• <b>This bill</b> would additionally authorize the County of San Mateo to expand the goals of the homeless adult and family multidisciplinary personnel team, as specified above.</li> <li>• <b>The bill</b> would also delete the January 1, 2025, repeal of these provisions, thereby making the provisions operative indefinitely.</li> </ul>	
<p><a href="#">AB 1949</a> <a href="#">Wicks D</a></p> <p>California Consumer Privacy Act of 2020: collection of personal information of a consumer less than 18 years of age.</p>	<p>5/29/2024-S. JUD. 5/29/2024-Referred to Com. on JUD.</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"> <li>• <b>This bill</b> 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</li> </ul>	

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		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.	
<a href="#">AB 1953</a> <a href="#">Villapudua</a> D  Vehicles: weight limits.	6/6/2024-S. THIRD READING 6/6/2024-From Consent Calendar. Ordered to third reading.	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 exceed the weight limits on the power unit by up to 2,000 pounds. <ul style="list-style-type: none"> <li>• <b>This bill</b> would clarify that the power unit of a near-zero emission or zero-emission vehicle, as defined, is authorized to exceed the allowable gross weight limits by up to 2,000 pounds, but no more than 2,000 pounds when the vehicle contains more than one power unit.</li> </ul>	
<a href="#">AB 1957</a> <a href="#">Wilson</a> D  Public contracts: best value construction contracting for counties.	6/25/2024-A. ENROLLED 6/25/2024-Enrolled and presented to the Governor at 4 p.m.	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	

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		<p>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"> <li>• <b>This bill</b> would instead authorize any county of the state to utilize this program and would extend the operation of those provisions until January 1, 2030.</li> <li>• <b>The bill</b> 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.</li> </ul>	
<p><a href="#">AB 1958</a> <a href="#">Berman</a> D</p> <p>Santa Clara Valley Transportation Authority: board of directors.</p>	<p>5/1/2024-S. TRANS. 6/25/2024-In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Current law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Current law vests the government of the 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. Existing law establishes a term length of 2 years for a member of the board of directors.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require, to the extent possible, the county and cities to</li> </ul>	

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		appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transit or transportation issues.	
<a href="#">AB 1978</a> <a href="#">Sanchez</a> R  Vehicles: speed contests.	6/26/2024-S. PUB. S. 6/26/2024-From committee: Do pass and re-refer to Com. on PUB S. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (June 25). Re-referred to Com. on PUB S.	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.	
<a href="#">AB 1984</a> <a href="#">Weber</a> D  Transfer reporting for alternative schools, county community schools, community day schools, and continuation schools.	6/19/2024-S. APPR. 6/24/2024-Read second time and amended. Re-referred to Com. on APPR.	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. Current law requires the governing board of a school district that establishes a community day school to adopt policies that provide procedures for the involuntary transfer of pupils to a community day school. <ul style="list-style-type: none"> <li>• <b>This bill</b> 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, community day schools, or county community schools.</li> <li>• <b>The bill</b> would require the department to systematically review suspension and expulsion data and that transfer data, and include</li> </ul>	

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		reducing the use of those transfers in any guidance to local educational agencies relating to ending the disproportionate discipline of pupil subgroups, including the subgroups with the highest rate of suspensions or expulsions, as defined. To the extent this bill would impose additional duties on local educational agencies, the bill would impose a state-mandated local program.	
<a href="#">AB 2001</a> <a href="#">Gallagher</a> R  Political Reform Act of 1974.	6/27/2024-A. ENROLLMENT 6/27/2024-Read third time. Passed. Ordered to the Assembly. (Ayes 40. Noes 0.). In Assembly. Ordered to Engrossing and Enrolling.	Current law defines a “statewide election” and “campaign expenditures” for purposes of the Political Reform Act of 1974. • <b>This bill</b> would repeal the section of the act defining “statewide election” and would revise the definition of “campaign expenditures.”	
<a href="#">AB 2008</a> <a href="#">Wallis</a> R  Reliable Energy Needs for Everyone in the West Program.	3/7/2024-A. U. & E. 5/2/2024-Coauthors revised.	Current law requires the State Energy Resources Conservation and Development Commission to administer the Clean Transportation Program to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. • <b>This bill</b> 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.	

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<p><a href="#">AB 2037</a> <a href="#">Papan</a> D</p> <p>Weights and measures: electric vehicle chargers.</p>	<p>6/10/2024-S. JUD. 6/26/2024-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on JUD.</p>	<p>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.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would require a county sealer, upon testing and finding that an electric vehicle charger operated by a public agency is incorrect, as defined, to cause it to be marked with the words “out of order” and require the charger to be repaired or corrected, as specified.</li> <li>• <b>The bill</b> 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.</li> <li>• <b>The bill</b> would authorize a county sealer to levy a civil penalty against a public agency, or a vendor or entity contracted by the public agency to provide and maintain electric vehicle charger services on behalf of the public agency, that removes or obliterates a tag or device placed on an electric vehicle charger operated by a public agency, as specified.</li> <li>• <b>The bill</b> would exempt an electric vehicle charger from testing and verification by a county sealer if it is owned by a local publicly owned electric utility, as defined, and if certain requirements are met. By expanding the scope of a crime, and to the extent it would impose additional duties on a county sealer, this bill would impose a state-mandated local program.</li> </ul>	
<p><a href="#">AB 2061</a> <a href="#">Wilson</a> D</p> <p>Sales and Use Tax: exemptions:</p>	<p>6/26/2024-S. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (June 26). Re-referred to Com. on APPR.</p>	<p>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.</p>	

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zero-emission public transportation ferries.		<ul style="list-style-type: none"> <li>• <b>This bill</b>, 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.</li> </ul>	
<a href="#">AB 2082</a> <a href="#">Carrillo, Juan D</a>  State highways: State Route 138: reduction.	6/26/2024-S. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (June 25). Re-referred to Com. on APPR.	Would authorize the California Transportation Commission to relinquish to the City of Palmdale all or a portion of State Route 138 within the city's jurisdiction and prescribe conditions that apply upon relinquishment.	
<a href="#">AB 2086</a> <a href="#">Schiavo D</a>  Transportation funding: California Transportation Plan: public dashboard.	6/26/2024-S. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (June 25). 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.  <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	

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<a href="#">AB 2111</a> <a href="#">Wallis</a> R  License plates: obstruction or alteration.	6/25/2024-A. ENROLLED 6/25/2024-Enrolled and presented to the Governor at 4 p.m.	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. <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	
<a href="#">AB 2123</a> <a href="#">Papan</a> D  Disability compensation: paid family leave.	6/18/2024-S. THIRD READING 6/18/2024-Read second time. Ordered to third reading.	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. <ul style="list-style-type: none"> <li>• <b>This bill</b> would eliminate that authorization and related provisions.</li> </ul>	
<a href="#">AB 2125</a> <a href="#">Garcia</a> D  Judicial officers: disqualification.	6/25/2024-S. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (June 25). Re-referred to Com. on APPR.	Would require the California Law Revision Commission to deliver, on or before September 30, 2027, a study regarding the recusal of judicial officers for prejudice and conflict of interest, as specified. <ul style="list-style-type: none"> <li>• <b>The bill</b> would require the California Law Revision Commission to consult with the Commission on Judicial Performance in developing the study.</li> </ul>	

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		<ul style="list-style-type: none"> <li>• <b>This bill</b> would make these provisions inoperative on September 30, 2031, and would repeal it as of January 1, 2032.</li> </ul>	
<a href="#">AB 2130</a> <a href="#">Santiago</a> D  Parking violations.	6/26/2024-S. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (June 25). Re-referred to Com. on APPR.	Current law requires a specified administrative hearing process in the enforcement and processing of parking violations and penalties, and requires the issuing agency to conduct an initial administrative review of the notice of parking violation at the request of the contestant to whom the notice was mailed. Current law provides that if the contestant is dissatisfied with the results of the initial review, the contestant may request by telephone, in writing, or in person, an administrative hearing by an examiner of the violation no later than 21 calendar days following the mailing of the results of the issuing agency's initial review. Current law requires that the person requesting the hearing have a choice of a hearing by mail or in person.  <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the person requesting the hearing to have a choice of a hearing by mail, in person, or, if offered by the issuing agency, by telephone or electronic means.</li> </ul>	
<a href="#">AB 2135</a> <a href="#">Schiavo</a> D  Public works contracts: wage and penalty assessment.	6/25/2024-S. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (June 25). Re-referred to Com. on APPR.	Current law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if, after an investigation, the commissioner determines there has been a violation of the laws regulating public works contracts, including the payment of prevailing wages. Current law requires the assessment to be served not later than 18 months after the filing of a valid notice of completion in the office of the county recorder in each county in which the public work or some part thereof was performed, or not later than 18 months after acceptance of the public work, whichever occurs last.  <ul style="list-style-type: none"> <li>• <b>This bill</b> would extend the above-described time period to 24 months</li> </ul>	

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		and would authorize an extension of an additional 18 months for good cause, including ongoing investigation and assessment.	
<a href="#">AB 2144</a> <a href="#">Grayson D</a>  General plan: annual report.	6/19/2024-S. APPR. 6/19/2024-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 10. Noes 0.) (June 18). Re-referred to Com. on APPR.	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 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.  <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the planning agency to include in the annual report evidence of compliance with the above-described internet website requirements.</li> </ul>	

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<p><a href="#">AB 2182</a> <a href="#">Haney</a> D</p> <p>Public works.</p>	<p>6/25/2024-S. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (June 25). 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 their determination is final.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	
<p><a href="#">AB 2192</a> <a href="#">Carrillo, Juan</a> D</p> <p>Public agencies: cost accounting standards.</p>	<p>5/29/2024-S. L. GOV. 5/29/2024-Referred to Com. on L. GOV.</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,</p>	

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		<p>improvement, demolition, and repair work involving any publicly owned, leased, or operated facility.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would define “public project” to additionally include installations involving any publicly owned, leased, or operated facility.</li> </ul>	
<p><a href="#">AB 2234</a> <a href="#">Boerner D</a></p> <p>Vehicles: electric bicycles.</p>	<p>6/18/2024-S. THIRD READING 6/18/2024-Read second time. Ordered to third reading.</p>	<p>Current law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing 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 current 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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b>, 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. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a</li> </ul>	

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		<p>violation of the ordinance or resolution punishable by a fine of \$25, except as specified.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would make a parent or legal guardian with control or custody of an emancipated minor who violates the ordinance or resolution jointly and severally liable with the minor for the amount of the fine imposed.</li> </ul>	
<p><a href="#">AB 2243</a> <a href="#">Wicks</a> D</p> <p>Affordable Housing and High Road Jobs Act of 2022: objective standards and affordability and site criteria.</p>	<p>6/19/2024-S. L. GOV. 6/20/2024-Read second time and amended. Re-referred to Com. on L. GOV.</p>	<p>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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	
<p><a href="#">AB 2261</a> <a href="#">Garcia</a> D</p> <p>Transportation: federal funding: tribes.</p>	<p>6/24/2024-A. ENROLLMENT 6/24/2024-Urgency clause adopted. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 76. Noes 0.).</p>	<p>Existing law provides for the use and allocation of various federal transportation funding sources, including, but not limited to, the Federal-Aid Secondary Highways Act, the Federal-Aid Combined Road Plan Act, and the Federal Aid for Safer Off-System Roads Act.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would, to the extent permitted by federal and state law, require a federally recognized Native American tribe to be eligible for</li> </ul>	

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		federal funding for a transportation project and authorize the tribe to be the lead agency for a transportation project that receives federal funding.	
<a href="#">AB 2274</a> <a href="#">Dixon</a> 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.	
<a href="#">AB 2283</a> <a href="#">Pacheco</a> D  Civil actions: electronic service.	6/25/2024-S. CONSENT CALENDAR 6/27/2024-Read second time. Ordered to Consent Calendar.	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.  • <b>This bill</b> 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.	
<a href="#">AB 2284</a> <a href="#">Grayson</a> D  County employees’ retirement: compensation.	6/27/2024-S. THIRD READING 6/27/2024-Read second time and amended. Ordered to third reading.	The California Public Employees’ Pension Reform Act of 2013 (PEPRA) generally requires a public retirement system, as defined, to modify its plan or plans to comply with the act. PEPRA, among other things, establishes new defined benefit formulas and caps on pensionable compensation. The County Employees Retirement Law of 1937 (CERL) authorizes counties to establish retirement systems pursuant to its	

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		<p>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 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"> <li>• <b>This bill</b> 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.</li> </ul>	
<p><a href="#">AB 2286</a> <a href="#">Aguiar-Curry D</a></p> <p>Vehicles: autonomous vehicles.</p>	<p>6/26/2024-S. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 1.) (June 25). 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"> <li>• <b>The bill</b> 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.</li> </ul>	

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<p><a href="#">AB 2299</a> <a href="#">Flora</a> R</p> <p>Labor Commissioner: whistleblower protections: model list of rights and responsibilities.</p>	<p>6/20/2024-A. ENROLLMENT 6/20/2024-Read third time. Passed. Ordered to the Assembly. (Ayes 36. Noes 0.). In Assembly. Ordered to Engrossing and Enrolling.</p>	<p>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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the Labor Commissioner to develop model list of employees’ rights and responsibilities under the whistleblower laws, as specified.</li> <li>• <b>The bill</b> would specify that an employer that posts the model list shall be deemed in compliance with the above-described requirement to prominently display the list of employees’ rights and responsibilities under the whistleblower laws.</li> </ul>	
<p><a href="#">AB 2302</a> <a href="#">Addis</a> D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>6/6/2024-S. THIRD READING 6/6/2024-Read second time. Ordered to third reading.</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. 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,</p>	

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		<p>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"> <li>• <b>This bill</b> 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.</li> </ul>	
<p><a href="#">AB 2311</a> <a href="#">Bennett D</a></p> <p>Greenhouse Gas Reduction Fund: grant program: edible food.</p>	<p>6/19/2024-S. APPR. 6/19/2024-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (June 19). Re-referred to Com. on APPR.</p>	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board as a part of the market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law requires the Department of Resources Recycling and Recovery, upon appropriation, to administer a grant program to provide financial assistance to promote the in-state development of infrastructure, food waste prevention, or other projects to reduce organic waste, sort and aggregate or process organic and</p>	

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		<p>other recyclable materials into new, value-added products, or divert items from disposal through enhanced reuse opportunities. Current law requires the grant program to provide eligible financial assistance for certain activities, including activities that expand and improve organic waste diversion and recycling, including, but not limited to, the recovery of food for human consumption and food waste prevention. Current law specifies eligible infrastructure projects for purposes of the program, including, but not limited to, the construction of facilities to help develop, implement, or expand edible food waste recovery operations.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would expand the grant program to provide financial assistance for the recovery of edible food, as specified.</li> <li>• <b>The bill</b> would specify that eligible infrastructure projects includes the construction or expansion of facilities to help develop, implement, or expand edible food waste recovery operations.</li> </ul>	
<p><a href="#">AB 2325</a> <a href="#">Lee D</a></p> <p>San Francisco Bay Area Rapid Transit District: officers and employees: designation and appointment.</p>	<p>6/24/2024-A. ENROLLMENT 6/24/2024-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 74. Noes 0.).</p>	<p>Existing law establishes the San Francisco Bay Area Rapid Transit District, governed by a board of directors, with specified powers and duties relative to the construction and operation of a rapid transit system. Under existing law, the officers of the 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. Existing law requires the board to appoint, and authorizes the board to remove, the secretary, the general manager, the general counsel, the treasurer, and the controller. Existing 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>	

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		<ul style="list-style-type: none"> <li>• <b>This bill</b> would eliminate the positions of the treasurer and controller, would create the position of the chief financial officer subject to appointment and removal by the general manager, would transfer all of the duties previously assigned to the treasurer to the chief financial officer, and would make other related changes in this regard.</li> <li>• <b>The bill</b> would authorize the general manager to designate other financial personnel to undertake any of the duties or responsibilities assigned to the chief financial officer.</li> </ul>	
<a href="#">AB 2331</a> <a href="#">Gabriel D</a>  Voluntary carbon market disclosures.	6/19/2024-S. JUD. 6/20/2024-Read second time and amended. Re-referred to Com. on JUD.	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. Current law requires these disclosures to be updated no less than annually. Current law makes a person who violates these provisions subject to a civil penalty of not more than \$2,500 per day, as specified, for each violation, not to exceed a total amount of \$500,000, as provided.	

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		<ul style="list-style-type: none"> <li>• <b>This bill</b> would exclude from the definition of “voluntary carbon offset” a renewable energy certificate (REC) issued through an accounting system of a governmental regulatory body or virtual power purchase agreement of which the REC corresponds to one unit of electricity that was generated and delivered by an eligible renewable energy resource, or a low-carbon fuel standard credit.</li> <li>• <b>The bill</b> would expand, revise, and clarify the information that a business entity is required to disclose.</li> </ul>	
<a href="#">AB 2335</a> <a href="#">McKinnor</a> D  Public employment: compensation and classification.	6/26/2024-S. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (June 26). Re-referred to Com. on APPR.	The California Constitution provides that the civil service includes every officer and employee of the state, except as provided, and requires that in the civil service, permanent appointment and promotion be made under a merit-based system ascertained by competitive examination. 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 provide a comprehensive personnel system in which positions involving comparable duties and responsibilities are similarly classified and compensated. <ul style="list-style-type: none"> <li>• <b>This bill</b> would expand that purpose to include that the compensation relationship between state civil positions with comparable duties and responsibilities is maintained.</li> </ul>	
<a href="#">AB 2350</a> <a href="#">Hoover</a> R  Open meetings: school boards:	6/5/2024-S. ED. 6/5/2024-From committee: Do pass and re-refer to Com. on ED. (Ayes 7.	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	

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emergencies: notifications by email.	Noes 0.) (June 5). Re-referred to Com. on ED.	<p>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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would authorize a school board holding an emergency meeting, as described above, to fulfill the premeeting notification requirement by email instead of by telephone, as specified. 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.</li> </ul>	
<a href="#">AB 2401</a> <a href="#">Ting D</a> Clean Cars 4 All Program.	6/26/2024-S. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (June 25). Re-referred to Com. on APPR.	<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"> <li>• <b>This bill</b> would require the implementing regulations for the Clean</li> </ul>	

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		<p>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.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> 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.</li> </ul>	
<p><a href="#">AB 2403</a> <a href="#">Bonta D</a></p> <p>Community colleges: student equity plan.</p>	<p>6/18/2024-S. THIRD READING 6/18/2024-Read second time. Ordered to third reading.</p>	<p>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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	

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<a href="#">AB 2430</a> <a href="#">Alvarez</a> D  Planning and zoning: density bonuses: monitoring fees.	6/26/2024-S. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (June 26). 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"> <li>• <b>This bill</b> 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.</li> <li>• <b>The bill</b> 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.</li> </ul>	
<a href="#">AB 2474</a> <a href="#">Lackey</a> R  Retirement: County Employees Retirement Law of 1937: benefit payments and overpayments.	6/27/2024-A. ENROLLMENT 6/27/2024-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 74. Noes 0.).	The County Employees Retirement Law of 1937 (CERL) authorizes counties and districts to establish retirement systems in order to provide pension benefits to their employees and their beneficiaries and prescribes the rights, benefits, and duties of members in this regard. CERL defines compensation and compensation earnable for purposes of its provisions. 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	

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		<p>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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	
<p><a href="#">AB 2488</a> <a href="#">Ting D</a></p> <p>Downtown revitalization and economic recovery financing districts: City and County of San Francisco.</p>	<p>6/26/2024-S. HOUSING 6/26/2024-From committee: Do pass and re-refer to Com. on HOUSING. (Ayes 5. Noes 1.) (June 26). Re-referred to Com. on HOUSING.</p>	<p>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.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would require the boundaries of the district to be contiguous with the boundaries of the City and County of San Francisco.</li> </ul>	
<p><a href="#">AB 2499</a> <a href="#">Schiavo D</a></p> <p>Employment: unlawful discrimination and paid sick days: victims of violence.</p>	<p>6/18/2024-S. L., P.E. &amp; R. 6/19/2024-From committee: Do pass and re-refer to Com. on L., P.E. &amp; R. (Ayes 9. Noes 0.) (June 18). Re-referred to Com. on L., P.E. &amp; R.</p>	<p>Current law, subject to specified requirements for the employee, prohibits an employer from discharging or in any manner discriminating against an employee because of the employee’s status as a victim of crime or abuse or for taking time off for specified purposes. Those purposes include serving on a jury, and, if the employee is a victim of a crime, appearing in court as a witness in any judicial proceeding, and obtaining or attempting to obtain prescribed relief. Current law requires an employer to provide reasonable accommodations for a victim of domestic violence, sexual assault, or stalking, who requests an</p>	

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		<p>accommodation for the safety of the victim while at work. Existing 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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> <li>• <b>The bill</b> would refer to a “qualifying act of violence,” as defined, instead of crime, or crime or abuse.</li> <li>• <b>The bill</b> would substantially revise existing definitions for its purposes, including defining “victim” as an individual against whom a qualifying act of violence is committed.</li> <li>• <b>The bill</b> would prohibit an employer with 25 or more employees 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 work for any of a number of additional prescribed purposes relating to a qualifying act of violence.</li> <li>• <b>The bill</b> would permit an employer to limit the total leave taken pursuant to these provisions, as specified, and require that the leave taken by an employee pursuant to these provisions run concurrently</li> </ul>	

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		with leave taken pursuant to the federal Family and Medical Leave Act of 1993 and the California Family Rights Act if the employee would have been eligible for that leave.	
<a href="#">AB 2503</a> <a href="#">Lee D</a>  California Environmental Quality Act: exemption: passenger rail projects.	6/26/2024-S. APPR. 6/27/2024-Read second time and amended. Re-referred to Com. on APPR.	The California Environmental Quality Act (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 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.  <ul style="list-style-type: none"> <li>• <b>This bill</b> 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, located entirely within existing rail 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.</li> </ul>	
<a href="#">AB 2525</a> <a href="#">Zbur D</a>	6/26/2024-S. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes	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	

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Bill ID/Topic	Location	Summary	Position
State highways: property leases.	11. Noes 3.) (June 25). Re-referred to Com. on APPR.	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. <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	
<a href="#">AB 2553</a> <a href="#">Friedman</a> D  Housing development: major transit stops: vehicular traffic impact fees.	6/11/2024-S. HOUSING 6/12/2024-Read second time and amended. Re-referred to Com. on HOUSING.	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 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"> <li>• <b>This bill</b> would revise the definition of “major transit stop” to increase the frequency of service interval to 20 minutes.</li> </ul>	
<a href="#">AB 2557</a> <a href="#">Ortega</a> D  Local agencies: contracts for	6/11/2024-S. L., P.E. & R. 6/17/2024-Read second time and amended. Re-referred to Com. on L., P.E. & R.	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	

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Bill ID/Topic	Location	Summary	Position
special services and temporary help: performance reports.		<p>contracts to be with persons who are specially trained, experienced, expert, and competent to perform those services.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require, as of July 1, 2025, each board of supervisors that solicits for and enters into a specified contract for special services to post that contract and any related documents, as specified, on its internet website.</li> <li>• <b>The bill</b> would require, as of July 1, 2026, each contract, as described above, to include, among other things, the objectives, desirables, and goals of the contract.</li> <li>• <b>The bill</b> would require, before beginning a procurement process to contract for functions, duties, responsibilities, or services, as specified, the board of supervisors, or its representative, to give reasonable written notice to the exclusive employee representative of the workforce affected by the contract of its determination to begin that process.</li> </ul>	
<p><a href="#">AB 2570</a> <a href="#">Patterson, Joe</a> R</p> <p>Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program.</p>	<p>6/20/2024-A. ENROLLMENT 6/20/2024-Read third time. Passed. Ordered to the Assembly. (Ayes 36. Noes 0.). In Assembly. Ordered to Engrossing and Enrolling.</p>	<p>Current law establishes the Homeless Housing, Assistance, and Prevention (HHAP) program for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. Under current law, grants under the HHAP program are allocated in 4 rounds of funding, administered by the associated staff within the Interagency Council on Homelessness, as provided. 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</p>	

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		<p>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 levels.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would additionally require that this report include an evaluation of the HHAP program.</li> </ul>	
<a href="#">AB 2590</a> <a href="#">Reyes D</a>  San Bernardino County Transportation Authority: contracting.	6/17/2024-S. THIRD READING 6/17/2024-From Consent Calendar. Ordered to third reading.	<p>Current 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. Current 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. Current 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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would authorize a contract for the purchase of supplies, equipment, or materials with a required expenditure that exceeds \$100,000 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.</li> </ul>	
<a href="#">AB 2631</a> <a href="#">Fong, Mike D</a>  Local agencies: ethics training.	6/5/2024-S. E. & C.A. 6/5/2024-Referred to Com. on E. & C.A.	<p>Current law requires all local agency officials to receive training in ethics, at specified intervals, if the local agency provides certain monetary payments to a member of a legislative body, as provided. Current law requires all local agency officials who are members of</p>	

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		<p>specified public bodies to receive the above-described training, whether or not the member receives any type of compensation, salary, or stipend or reimbursement for actual and necessary expenses incurred in the performance of official duties. Current law requires an entity that develops curricula to satisfy the above-described requirements to consult with the Fair Political Practices Commission and the Attorney General regarding the sufficiency and accuracy of the proposed course content. Current law prohibits the Fair Political Practices Commission and the Attorney General, as specified, from precluding an entity from also including local ethics policies in the curricula.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the Fair Political Practices Commission, in consultation with the Attorney General, to create, maintain, and make available to local agency officials an ethics training course, as specified.</li> </ul>	
<p><a href="#">AB 2645</a> <a href="#">Lackey R</a></p> <p>Electronic toll collection systems: information sharing: law enforcement.</p>	<p>6/26/2024-S. APPR. 6/27/2024-Read second time and amended. 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. 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</p>	

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Bill ID/Topic	Location	Summary	Position
		<p>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"> <li>• <b>This bill</b> would authorize a transportation agency that employs an electronic toll collection system to provide the date, time, and location of a vehicle license plate read captured by the system to a peace officer in response to one of these alerts.</li> </ul>	
<p><a href="#">AB 2678</a> <a href="#">Wallis</a> R</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>6/26/2024-S. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 1.) (June 25). Re-referred to Com. on APPR.</p>	<p>Current state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs). Current federal law authorizes, until September 30, 2025, a state to allow specified alternate fuel and plug-in electric or hybrid vehicles to use lanes designated for HOVs. Current state law authorizes the Department of Motor Vehicles to issue decals or other identifiers to qualified vehicles, as specified. Current state law allows a vehicle displaying a valid decal or identifier issued pursuant to these provisions to be operated in a lane designated for the exclusive use of HOVs regardless of the occupancy of the vehicle. These existing state laws, by operation of their provisions, become inoperative on the date the federal authorization expires. Current state law also repeals these provisions on September 30, 2025.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would extend the repeal date of these provisions until January 1, 2027.</li> </ul>	
<p><a href="#">AB 2697</a> <a href="#">Irwin</a> D</p>	<p>6/26/2024-S. APPR. 6/27/2024-Read second time and</p>	<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</p>	

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Transportation electrification: electric vehicle charging stations: network roaming standards.	amended. Re-referred to Com. on APPR.	membership in any club, association, or organization as a condition of using the station. Current law requires the total actual charges for the use of an electric vehicle charging station, including any additional network roaming charges for nonmembers, to be disclosed to the public at the point of sale. Current law authorizes the State Energy Resources Conservation and Development Commission to adopt interoperability billing standards for network roaming payment methods for electric vehicle charging stations if no interoperability billing standards have been adopted by a national standards organization by January 1, 2015. <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the commission to apply any network roaming standards it adopts only to major electric vehicle charging network operators, as defined.</li> </ul>	
<a href="#">AB 2698</a> <a href="#">Ta</a> R  Route 405: Little Saigon Freeway.	6/26/2024-S. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (June 25). Re-referred to Com. on APPR.	Would specify that Route 405 from Bolsa Chica Road to Bolsa Avenue in the County of Orange shall be known and designated as the Little Saigon Freeway, and would require the Department of Transportation 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.	
<a href="#">AB 2705</a> <a href="#">Ortega</a> D  Labor Commissioner.	6/25/2024-S. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (June 25). Re-referred to Com. on APPR.	<ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	
<a href="#">AB 2712</a> <a href="#">Friedman</a> D	6/11/2024-S. HOUSING 6/24/2024-From committee chair, with	Current law authorizes a local authority, by ordinance or resolution, to prohibit or restrict the stopping, parking, or standing of vehicles on	

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<p>Preferential parking privileges: transit-oriented development.</p>	<p>author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.</p>	<p>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 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"> <li>• <b>This bill</b> 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.</li> <li>• <b>This bill</b>, 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 or visitors of the development project that grants preferential parking privileges.</li> </ul>	

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<a href="#">AB 2715</a> <a href="#">Boerner</a> D  Ralph M. Brown Act: closed sessions.	6/27/2024-S. THIRD READING 6/27/2024-Read second time. Ordered to third reading.	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. <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	
<a href="#">AB 2741</a> <a href="#">Haney</a> D  Rental car companies: electronic surveillance technology.	5/29/2024-S. JUD. 5/29/2024-Referred to Com. on JUD.	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. <ul style="list-style-type: none"> <li>• <b>This bill</b> would delete that presumption.</li> </ul>	
<a href="#">AB 2770</a> Committee on Public Employment and Retirement  Public employees' retirement.	6/20/2024-A. ENROLLMENT 6/20/2024-Read third time. Passed. Ordered to the Assembly. (Ayes 36. Noes 0.). In Assembly. Ordered to Engrossing and Enrolling.	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	

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		<p>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. Existing 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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would revise that interest calculation.</li> <li>• <b>The bill</b> would require the member to sign and return the 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.</li> </ul>	
<p><a href="#">AB 2776</a> <a href="#">Rodriguez D</a></p> <p>Recovery from disaster or emergency: funding priority.</p>	<p>6/11/2024-S. APPR. 6/27/2024-In committee: Hearing postponed by committee.</p>	<p>The California Emergency Services Act, among other things, creates the Office of Emergency Services (OES), which is responsible for the state’s emergency and disaster response services, as specified. The OES is under the supervision of the Director of Emergency Services. During a state of war emergency, a state of emergency, or a local emergency, current law requires the director to coordinate the emergency activities of all state agencies in connection with that emergency.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would authorize the OES to prioritize funding and technical assistance under specified programs, including, but not limited to, for infrastructure and housing recovery projects, in communities that suffered a loss in population and businesses due to a major federal disaster, state of emergency, or local emergency and have unmet</li> </ul>	

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		recovery needs as a result of a major federal disaster, state of emergency, or local emergency.	
<a href="#">AB 2779</a> <a href="#">Petrie-Norris D</a>  Independent System Operator: transmission planning.	6/18/2024-S. THIRD READING 6/18/2024-Read second time. Ordered to third reading.	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 and efficiency savings of the deployment of that grid enhancing technology.	
<a href="#">AB 2815</a> <a href="#">Petrie-Norris D</a>  Clean Transportation Program: electric vehicle chargers.	6/24/2024-S. APPR. 6/24/2024-VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Appropriations] (PASS)	Current law establishes the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. Current law limits funding under the program to specified categories of programs and projects. Current law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. <ul style="list-style-type: none"> <li>• <b>This bill</b> would add to the categories of programs and projects eligible for funding under the Clean Transportation Program a program to repair or replace nonoperational electric vehicle chargers that are at least 5 years old and that are located in a publicly available parking space, as provided.</li> <li>• <b>The bill</b> would require the commission to allocate at least 50% of the</li> </ul>	

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<a href="#">AB 2861</a> <a href="#">Wallis R</a>  Personal income tax: credit: gun safe.	4/8/2024-A. REV. & TAX SUSPENSE FILE 4/29/2024-In committee: Set, second hearing. Held under submission.	funding allocated for the repair or replacement program to low-income communities and disadvantaged communities.  The Personal Income Tax Law allows various credits against the taxes imposed by that law. <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	
<a href="#">AB 2873</a> <a href="#">Garcia D</a>  Breaking Barriers to Employment Initiative: grants.	6/19/2024-S. APPR. 6/19/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (June 19). Re-referred to Com. on APPR.	The California Workforce Innovation and Opportunity Act, makes programs and services available to individuals with employment barriers and establishes the California Workforce Development Board (board) to assist the Governor in the development, oversight, and continuous improvement of California’s workforce investment system and the alignment of the education and workforce investment systems to the needs of the 21st century economy and workforce. Current law requires the local chief elected officials in a local workforce development area to form, pursuant to specified guidelines, a local workforce investment board to plan and oversee the workforce investment system and further requires the Governor to periodically certify one local board for each local area in the state. Current law establishes the Breaking Barriers to Employment Initiative, which establishes a grant program administered by the board to support prescribed workforce preparation, education, and training programs. Current law requires the grant to be awarded on a competitive basis and the board to develop criteria for the selection of grant recipients, as specified. Current law requires an application for the	

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		<p>grant to be submitted to the board to include, among other things, designation of a lead workforce development board or community-based organization with specified experience and the designation of a service area. Current law requires that an application that proposes to serve clients across one or more workforce development areas to include a commitment to notify each workforce development board in the proposed service area.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would, instead, specify that the above-described designation is of a partner entity and would allow an exception to that designation requirement, if the lead applicant demonstrates, as prescribed, that securing a partner entity was not possible before the application deadline closed.</li> </ul>	
<p><a href="#">AB 2879</a> <a href="#">Lackey</a> R</p> <p>High-Speed Rail Authority: contracting.</p>	<p>6/26/2024-S. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (June 25). Re-referred to Com. on APPR.</p>	<p>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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b>, 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.</li> </ul>	
<p><a href="#">AB 2911</a> <a href="#">McKinnor</a> D</p>	<p>5/29/2024-S. E. &amp; C.A. 5/29/2024-Referred to Coms. on E. &amp; C.A. and APPR.</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</p>	

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Campaign contributions: agency officers.		<p>pending before the agency and for 12 months following the 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"> <li>• <b>This bill</b> would raise the threshold for contributions regulated by these provisions to \$1,500, as specified.</li> </ul>	
<p><a href="#">AB 3123</a> <a href="#">Jones-Sawyer D</a></p> <p>Los Angeles County Metropolitan Transportation Authority: board code of conduct: lobbying rules.</p>	<p>6/11/2024-S. E. &amp; C.A. 6/12/2024-From committee: Do pass and re-refer to Com. on E. &amp; C.A. (Ayes 12. Noes 3.) (June 11). Re-referred to Com. on E. &amp; C.A.</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 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"> <li>• <b>This bill</b> would revise and recast the code of conduct by, among other</li> </ul>	Sponsor

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		<p>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.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would also provide that the code of conduct is in addition to any rules or codes adopted by the board.</li> <li>• <b>The bill</b> 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.</li> </ul>	
<p><a href="#">AB 3152</a> <a href="#">Jones-Sawyer D</a></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"> <li>• <b>This bill</b> 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.</li> <li>• <b>The bill</b> 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.</li> <li>• <b>The bill</b> would prohibit the administrator from guaranteeing a qualified loan if there are not sufficient moneys in the Reparations Fund, described below, to cover the cost of the guaranty.</li> </ul>	

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<a href="#">ACA 2</a> <a href="#">Alanis</a> 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.	
<a href="#">ACA 3</a> <a href="#">Lee</a> 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.	
<a href="#">ACA 16</a> <a href="#">Bryan</a> D  Environmental rights.	5/20/2024-A. THIRD READING 6/6/2024-Read third time and amended. Ordered to third reading.	Would amend the California Constitution to declare that the people have a right to clean air and water and a healthy environment considering the general well-being and other needs of the people. The measure would specify that the principles inherent in these rights shall serve as a guide to all branches of government in the performance of their official duties and that these rights shall inure to all people in equal measure and shall not be construed or applied in a manner inconsistent	

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		with duly enacted laws of the state or other rights set forth in the California Constitution.	
<a href="#">ACA 18</a> <a href="#">Wallis</a> R  Road usage charges: vote and voter approval requirements.	2/16/2024-A. PRINT 2/17/2024-From printer. May be heard in committee March 18.	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.	
<a href="#">SB 7</a> <a href="#">Blakespear</a> D  Regional housing need: determination.	6/26/2024-A. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (June 26). Re-referred to Com. on APPR.	The Planning and Zoning Law requires, for the 4th and subsequent revisions of the housing element, the Department of Housing and Community Development (department) to determine the existing and projected need for housing for each region, as specified. That law requires the department, in consultation with the council of governments, to determine the existing and projected need of housing for each region in a specified manner. That law requires the department’s determination to be based upon population projections produced by the Department of Finance, as specified. That law also requires the department to meet and consult with the council of	

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		<p>governments regarding the assumptions and methodologies to be used to determine each region’s housing need and requires the council of governments to provide data assumptions from the council of governments’ projections, as specified. That law authorizes the department to accept or reject the information provided by the council of governments and, after consultation with each council of governments, to make determinations on the council of governments’ data assumptions and the methodology the department will use to determine each region’s housing need. That law requires the department to provide its determinations to each council of governments, as specified. That law, upon making that determination, authorizes the council of governments to object to the determination.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b>, for regions in which the department is required to distribute the regional housing need, would prohibit a city or county from filing an objection to the regional housing need determination.</li> </ul>	
<p><a href="#">SB 15</a> <a href="#">Grove</a> R</p> <p>Oil imports: air quality emissions data.</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 7/12/2023)(May be acted upon Jan 2024)</p>	<p>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.</p>	
<p><a href="#">SB 16</a> <a href="#">Smallwood-Cuevas</a> D</p> <p>Civil rights: discrimination: enforcement.</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</p>	<p>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</p>	

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	7/12/2023)(May be acted upon Jan 2024)	<p>while it is the intent of the Legislature that the act occupy the field of regulation of discrimination in employment and housing, nothing in the act shall be construed to limit or restrict the application of the Unruh Civil Rights Act.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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_____.</li> </ul>	
<a href="#">SB 30</a> <a href="#">Umberg D</a>  Transportation: zero-emission vehicle signage.	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>Would require the Department of Transportation, in coordination with the Governor’s Office of Business and Economic Development (GO-Biz) and the State Energy Resources Conservation and Development Commission, to develop and design light-duty zero-emission vehicle charging and fueling station signage to be placed along state highways based on charger or fueling type and vehicle compatibility, in order to increase consumer confidence in locating electric vehicle chargers and hydrogen fueling stations.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would authorize the department to adopt rules and regulations for these purposes.</li> </ul>	
<a href="#">SB 37</a> <a href="#">Caballero D</a>  Older Adults and Adults with Disabilities Housing Stability Act.	6/18/2024-A. APPR. 6/19/2024-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (June 18). Re-referred to Com. on APPR.	<p>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</p>	

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		<p>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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	
<p><a href="#">SB 56</a> <a href="#">Skinner D</a></p> <p>University of California: transfer of real property.</p>	<p>6/18/2024-A. APPR. 6/19/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (June 18). Re-referred to Com. on APPR.</p>	<p>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 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. Existing law exempts certain transactions from these</p>	

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		<p>publication and award procedures.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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 housing.</li> </ul>	
<p><a href="#">SB 225</a> <a href="#">Caballero D</a></p> <p>Community Anti-Displacement and Preservation Program: statewide contract.</p>	<p>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)</p>	<p>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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would establish the Community Anti-Displacement and Preservation Program for purposes of funding the acquisition and rehabilitation of unrestricted housing units, as defined, and attaching long-term affordability restrictions on the housing units, while safeguarding against the displacement of current residents.</li> <li>• <b>The bill</b> 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.</li> <li>• <b>The bill</b> would require the program manager to make loans to eligible borrowers, as defined, based on underwriting guidelines approved by the department.</li> <li>• <b>The bill</b> 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</li> </ul>	

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		eligible borrowers within its jurisdiction in accordance with the bill's provisions and department regulations.	
<a href="#">SB 251</a> <a href="#">Newman</a> D  Candidates' statements: false statements.	6/17/2024-A. THIRD READING 6/17/2024-From consent calendar on motion of Assembly Member Maienschein. Ordered to third reading.	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 fine not to exceed \$1,000. <ul style="list-style-type: none"> <li>• <b>This bill</b> would increase the maximum fine amount to \$5,000.</li> </ul>	
<a href="#">SB 252</a> <a href="#">Gonzalez</a> D  Public retirement systems: fossil fuels: divestment.	6/11/2024-A. P.E. & R. 6/19/2024-June 19 set for first hearing canceled at the request of author.	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. <ul style="list-style-type: none"> <li>• <b>The bill</b> would require the boards to liquidate investments in a fossil fuel company on or before July 1, 2031.</li> <li>• <b>The bill</b> 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</li> </ul>	

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		inoperative on January 1, 2035. • <b>The bill</b> 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.	
<a href="#">SB 295</a> <a href="#">Dodd D</a>  Board of Pilot Commissioners: surcharge.	6/6/2024-A. TRANS. 6/24/2024-From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.	Current law establishes, in the Transportation Agency, the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. Current law prescribes the rates of bar pilotage fees required to be charged by pilots and paid by vessels inward and outward bound through those bays. Current law also imposes an additional pilot boat surcharge to recover the pilots’ costs of obtaining new pilot boats, including preliminary design and engineering, and of funding design and engineering modifications for the purpose of extending the service life of existing pilot boats, excluding costs for repair or maintenance, and authorizes the board to adjust the amount of the surcharge, as specified. Current law requires the moneys charged and collected each month from the surcharge to be paid to the Board of Pilot Commissioners’ Special Fund and credited to the Pilot Boat Surcharge Account, the moneys in which are continuously appropriated to the board to fund the pilot boat costs of obtaining new pilot boats and of funding design and engineering modifications for the purposes of extending the service life of existing pilot boats, excluding costs for repair or maintenance, and to cover the administrative costs of the board with respect to administration of the account. Existing law prohibits the amounts expended from the account for specified fiscal years from exceeding specified limits.	

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		<ul style="list-style-type: none"> <li>• <b>This bill</b> would remove the prohibitions on expenditures above those specified limits, thereby making an appropriation.</li> </ul>	
<p><a href="#">SB 393</a> <a href="#">Glazer D</a></p> <p>Civil actions: housing development projects.</p>	<p>6/13/2024-A. JUD. 6/17/2024-From committee with author's amendments. Read second time and amended. Re-referred to Com. on JUD.</p>	<p>Current law provides that in a civil action brought by a plaintiff to challenge a housing development project that meets or exceeds the requirements for low- or moderate-income housing, a defendant may seek an order requiring the plaintiff to furnish an undertaking as security for costs and damages that may be incurred by the defendant if the bringing of the action or seeking by the plaintiff of particular relief, including injunctive relief, would result in a delay in carrying out the development project. Current law requires this motion to be made on the grounds that (1) the action was brought in bad faith, vexatiously, to delay or thwart the low- or moderate-income nature of the housing development project and (2) the plaintiff will not suffer undue economic hardship by filing the undertaking. If the court determines, after hearing, that the grounds for the motion have been established, current law requires the court to order the plaintiff to file an undertaking that may not exceed \$500,000 as security for the defendant's costs and damages.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the motion described above to be made solely on the ground that the action was brought in bad faith, vexatiously, for the purpose of delay, or to thwart the low- or moderate-income nature of the housing development project.</li> <li>• <b>The bill</b> would permit the plaintiff, in responding to the motion, to seek to limit the amount of the undertaking by presenting evidence that filing the undertaking will cause the plaintiff to suffer undue economic hardship.</li> </ul>	

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<p><a href="#">SB 422</a> <a href="#">Portantino</a> 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 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"> <li>• <b>This bill</b> 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.</li> </ul>	
<p><a href="#">SB 511</a> <a href="#">Blakespear</a> 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</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>	

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	8/23/2023)(May be acted upon Jan 2024)	<ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> <li>• <b>The bill</b> 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.</li> <li>• <b>The bill</b> would authorize the state board to solicit bids and enter into contracts for the development of the inventories.</li> <li>• <b>The bill</b> 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.</li> </ul>	
<a href="#">SB 532</a> <a href="#">Wiener D</a>  Parking payment zones.	6/13/2024-A. TRANS. 6/25/2024-From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.	Current law allows a local authority to establish parking meter zones and fix the rate of fees for those zones by ordinance. Current law prohibits a local authority from requiring payment of parking meter fees by a mobile device, as specified. <ul style="list-style-type: none"> <li>• <b>This bill</b> would instead authorize, until January 1, 2035, in the City and County of San Francisco, a local authority to require payment of parking fees by a mobile device, if it meets certain requirements, such as adopting an accessible and equitable parking cash payment plan that does not utilize parking meters or payment centers in parking payment zones to provide reasonably accessible alternative means for payment of parking fees using cash.</li> </ul>	

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 534</a> <a href="#">Padilla</a> 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"> <li>• <b>The bill</b> would require the California Workforce Development Board and the Office of Planning and Research to administer the pilot program, including identifying key industries and developing partnerships, pathways, and opportunities to ensure local development of those industries, as specified.</li> <li>• <b>The bill</b> 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.</li> <li>• <b>The bill</b> 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.</li> <li>• <b>The bill</b> would make the bill’s provisions operative only upon appropriation by the Legislature.</li> <li>• <b>The bill</b> would repeal the bill’s provisions on January 1, 2028.</li> </ul>	
<a href="#">SB 537</a> <a href="#">Becker</a> D  Department of General Services: memorial to forcibly deported	6/10/2024-A. G.O. 6/10/2024-Read third time and amended. Ordered to third reading. Re-referred to Com. on G.O. pursuant to Assembly Rule 77.2.	Current law, the Apology Act for the 1930s Mexican Repatriation Program, makes findings and declarations regarding the unconstitutional removal and coerced emigration of United States citizens and legal residents of Mexican descent, between the years 1929 and 1944, to Mexico from the United States during the 1930s “Mexican Repatriation” Program. Current law expresses the apology of the State	

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# Los Angeles County Metropolitan Transportation Authority (Metro)

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Bill ID/Topic	Location	Summary	Position
Mexican Americans and Mexican immigrants.		<p>of California to those individuals who were illegally deported and coerced into emigrating to Mexico and requires that a plaque to commemorate those individuals be installed and maintained by the Department of Parks and Recreation in an appropriate public place in Los Angeles.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would authorize a nonprofit organization representing Mexican Americans or Mexican immigrants, in consultation with the Department of General Services, to plan, construct, and maintain a memorial to Mexican Americans and Mexican immigrants who were forcibly deported from the United States during the Great Depression, as provided.</li> <li>• <b>The bill</b> would require the nonprofit organization to submit a plan for the memorial to the department for its review and approval.</li> <li>• <b>The bill</b> would require the memorial to be located at an appropriate public place in Los Angeles.</li> </ul>	
<p><a href="#">SB 547</a> <a href="#">Blakespear D</a></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"> <li>• <b>The bill</b> 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.</li> <li>• <b>The bill</b> would authorize the lease to include a requirement that a minimum percentage of the units constructed be reserved for</li> </ul>	

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
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Bill ID/Topic	Location	Summary	Position
		employees of the 22nd District Agricultural Association, provided that no more than 10% are reserved for those employees. <ul style="list-style-type: none"> <li>• <b>The bill</b> 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.</li> </ul>	
<a href="#">SB 638</a> <a href="#">Eggman</a> 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.	
<a href="#">SB 672</a> <a href="#">McGuire</a> 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"> <li>• <b>This bill</b> 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.</li> </ul>	
<a href="#">SB 721</a> <a href="#">Becker</a> D  General plan: annual report: suite-style student housing quarters.	6/26/2024-A. APPR. 6/27/2024-From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (June 26).	The Planning and Zoning Law requires a city or county to adopt a general plan for land use development of the city or county that includes, among other elements, a housing element. That law requires the housing element to include, among other things, an identification and analysis of existing and projected housing needs. That law requires the city or county to provide by April 1 of each year an annual report to,	

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		<p>among other entities, the Department of Housing and Community Development that includes, among other specified information, the number of units of housing demolished and new units of housing that have been issued a completed entitlement, a building permit, or a certificate of occupancy.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would, for the 7th and subsequent revisions of the housing element, require the city or county to additionally include the number of suite-style student housing quarters, as determined by the department, in the information on the number of units demolished and new units.</li> </ul>	
<p><a href="#">SB 724</a> <a href="#">Glazer D</a></p> <p>Political Reform Act of 1974: communications.</p>	<p>8/28/2023-A. APPR. 9/1/2023-September 1 hearing postponed by committee.</p>	<p>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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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</li> </ul>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 768</a> <a href="#">Caballero D</a>  California Environmental Quality Act: Transportation Agency: vehicle miles traveled: study.	6/10/2024-A. APPR. 6/26/2024-June 26 hearing postponed by committee.	disseminated, broadcast, or otherwise published within 150 days of an election, as specified.  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 establishes the Transportation Agency in state government with various duties and responsibilities. The agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over specified departments and offices, including the Department of Transportation. <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the Transportation Agency, in consultation with local governments and other interested parties, as specified, by January 1, 2028, and subject to an appropriation by the Legislature for this purpose, to conduct and post on its internet website a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to the California Environmental Quality Act (CEQA).</li> <li>• <b>The bill</b> would require the study to include, among other things, an analysis of the differences in the availability and feasibility of mitigation measures for vehicle miles traveled in rural, suburban, and urban areas.</li> <li>• <b>The bill</b> would repeal those provisions on January 1, 2029.</li> </ul>	
<a href="#">SB 795</a> <a href="#">Stern D</a>	9/1/2023-A. 2 YEAR 9/1/2023-Failed Deadline pursuant to	Current law requires the State Energy Resources Conservation and Development Commission to prescribe, by regulation, building design	

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**Los Angeles County Metropolitan Transportation Authority (Metro)**  
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Bill ID/Topic	Location	Summary	Position
Energy: building energy efficiency: heating, ventilation, and air-conditioning equipment sale registry and compliance tracking system: electronic statewide compliance documentation data repository.	Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/23/2023)(May be acted upon Jan 2024)	and construction standards and energy and water conservation design standards for new residential and nonresidential buildings. Current law requires the commission to prescribe, by regulation, standards for minimum levels of operating efficiency to promote the use of energy-efficient and water-efficient appliances whose use requires a significant amount of energy or water on a statewide basis. Current law 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. <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	
<a href="#">SB 827</a> <a href="#">Glazer D</a>  San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General.	6/18/2024-A. JUD. 6/24/2024-From committee with author's amendments. Read second time and amended. Re-referred to Com. on JUD.	Current law establishes the San Francisco Bay Area Rapid Transit District (BART), governed by a board of directors, with specified powers and duties relative to the construction and operation of a rapid transit system. Current law also establishes the independent Office of the BART Inspector General within BART and specifies the duties and responsibilities of the BART Inspector General including, among others,	

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		<p>conducting, supervising, and coordinating audits and investigations relating to the district’s programs and operations.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> <li>• <b>The bill</b> would provide the office with access and authority to examine all records, files, documents, accounts, reports, correspondence, or other property of the district and external entities that perform work for the district.</li> <li>• <b>The bill</b> 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.</li> </ul>	
<p><a href="#">SB 867</a> <a href="#">Allen D</a></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>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 892</a> <a href="#">Padilla</a> D  Public contracts: automated decision systems: AI risk management standards.	6/3/2024-A. P. & C.P. 6/21/2024-From committee with author's amendments. Read second time and amended. Re-referred to Com. on P. & C.P.	Would require the Department of Technology to develop and adopt regulations to create an artificial intelligence (AI) risk management standard, as specified. To develop those regulations, the bill would authorize the department to apply principles and industry standards addressed in specified publications regarding AI risk management. <ul style="list-style-type: none"> <li>• <b>The bill</b> 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 appropriate risk controls, as provided, and adverse incident monitoring procedures.</li> <li>• <b>The bill</b> would require the department to, among other things, collaborate with specified organizations to develop the AI risk management standard.</li> </ul>	
<a href="#">SB 896</a> <a href="#">Dodd</a> D  Generative Artificial Intelligence Accountability Act.	6/3/2024-A. P. & C.P. 6/4/2024-From committee with author's amendments. Read second time and amended. Re-referred to Com. on P. & C.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. <ul style="list-style-type: none"> <li>• <b>This bill</b>, the Generative Artificial Intelligence Accountability Act,</li> </ul>	

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		<p>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.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> 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 the use of generative artificial intelligence to California’s critical energy infrastructure, including those that could lead to mass casualty events and environmental emergencies.</li> </ul>	
<p><a href="#">SB 915</a> <a href="#">Cortese D</a></p> <p>Local government: autonomous vehicle service.</p>	<p>6/3/2024-A. TRANS. 6/17/2024-June 17 set for first hearing canceled at the request of author.</p>	<p>Current law authorizes an autonomous vehicle, as defined, to be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if certain requirements are met, including that the vehicle is being operated solely by employees, contractors, or other persons designated by the manufacturer. Current law prohibits an autonomous vehicle from being operated on public roads until the manufacturer submits an application to the Department of Motor Vehicles containing certain certifications regarding safety and other technological requirements and the department approves that application pursuant to adopted regulations. Current law, commencing January 1, 2030, and to the</p>	

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		<p>extent authorized by federal law, prohibits the operation of certain new autonomous vehicles that are not zero-emission vehicles, as defined.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would authorize a city with a population of 250,000 or greater that an autonomous vehicle service, as defined, 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.</li> <li>• <b>The bill</b> would require each city 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.</li> <li>• <b>The bill</b> would authorize a city with a population of less than 250,000 that shares a border or is contiguous to a city that has enacted an autonomous vehicle services ordinance to enact an ordinance substantially consistent with that autonomous vehicle services ordinance.</li> </ul>	
<p><a href="#">SB 917</a> <a href="#">Skinner</a> D</p> <p>Budget Act of 2024.</p>	<p>1/10/2024-S. BUDGET &amp; F.R. 1/10/2024-Introduced. Read first time. Referred to Com. on B. &amp; F.R. To print.</p>	<p>Would make appropriations for the support of state government for the 2024–25 fiscal year.</p>	
<p><a href="#">SB 936</a> <a href="#">Seyarto</a> R</p>	<p>6/3/2024-A. TRANS. 6/20/2024-From committee with author's amendments. Read second</p>	<p>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</p>	

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Bill ID/Topic	Location	Summary	Position
Office of Planning and Research: study: road safety projects.	time and amended. Re-referred to Com. on TRANS.	vehicle collisions, 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. • <b>The bill</b> would require OPR to post the study on its internet website on or before January 1, 2026.	
<a href="#">SB 960</a> <a href="#">Wiener</a> D  Transportation: planning: complete streets facilities: transit priority projects.	6/3/2024-A. TRANS. 6/3/2024-Referred to Com. on TRANS.	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. • <b>This bill</b> would require all transportation projects funded or overseen by the department to provide complete streets facilities, except as specified.	
<a href="#">SB 961</a> <a href="#">Wiener</a> D  Vehicles: safety equipment.	6/18/2024-A. P. & C.P. 6/21/2024-From committee with author's amendments. Read second time and amended. Re-referred to Com. on P. & C.P.	Would require, commencing with the 2030 model year, certain new vehicles to be equipped with a passive intelligent speed assistance system, as specified, that would utilize a brief, one-time, visual and audio signal to alert the driver each time the speed of the vehicle is more than 10 miles per hour over the speed limit. • <b>The bill</b> would require all specified vehicles to be capable of having the system fully disabled, by the manufacturer or a franchisee, as specified. • <b>The bill</b> would require the system, if the system receives conflicting speed limits for the same area, to apply the higher speed limit. • <b>The bill</b> would exempt emergency vehicles and certain passenger vehicles from this requirement.	
<a href="#">SB 983</a> <a href="#">Wahab</a> D	6/19/2024-A. TRANS. 6/24/2024-From committee with	Would require the State Energy Resources Conservation and Development Commission, upon appropriation by the Legislature, to	

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Energy: gasoline stations and alternative fuel infrastructure.	author's amendments. Read second time and amended. Re-referred to Com. on TRANS.	form the Alternative Fuels Infrastructure Taskforce to conduct a study on retail gasoline fueling stations and alternative fuels infrastructure, as provided. <ul style="list-style-type: none"> <li>• <b>The bill</b> would require the taskforce, on or before January 1, 2027, to submit to the Legislature a report on the study with recommendations.</li> </ul>	
<a href="#">SB 984</a> <a href="#">Wahab</a> D  Public agencies: project labor agreements.	6/24/2024-A. APPR. 6/24/2024-Re-referred to Com. on APPR. pursuant to Assembly Rule 96.	Current law authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement, as defined, for a construction project, if the agreement includes specified taxpayer protection provisions. <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> <li>• <b>The bill</b> would require the Department of General Services, commencing January 1, 2029, to report to the Legislature about the use of project labor agreements, the advancement of community benefit goals, and apprenticeships, as specified.</li> <li>• <b>The bill</b> would also make a related statement of legislative findings and declarations.</li> </ul>	
<a href="#">SB 988</a> <a href="#">Wiener</a> D  Freelance Worker Protection Act.	6/25/2024-A. APPR. 6/25/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (June 25). Re-referred to Com. on APPR.	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	

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		<p>labor laws of the state the enforcement of which is not specifically vested in any other officer, board, or commission.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	
<p><a href="#">SB 1027</a> <a href="#">Menjivar</a> D</p> <p>Political Reform Act of 1974: disclosures.</p>	<p>6/18/2024-A. APPR. 6/18/2024-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 12. Noes 0.) (June 18). Re-referred to Com. on APPR.</p>	<p>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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	
<p><a href="#">SB 1031</a> <a href="#">Wiener</a> D</p> <p>San Francisco Bay area: local</p>	<p>5/24/2024-A. DESK 5/24/2024-Read third time. Passed. (Ayes 26. Noes 10.) Ordered to the</p>	<p>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</p>	

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revenue measure: transportation improvements.	Assembly. In Assembly. Read first time. Held at Desk.	<p>the San Francisco Bay area, with specified powers and duties relating to providing public transit services.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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, until January 1, 2041, 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, except as specified, in accordance with applicable constitutional requirements.</li> <li>• <b>The bill</b> would prohibit a tax or surcharge described above from being imposed for a period of time of more than 30 years.</li> <li>• <b>The bill</b> would require the parcel tax to be collected by counties and the other 3 taxes to be collected by specified state agencies, and would require the net revenues from those taxes to be remitted to the commission, as prescribed.</li> </ul>	
<a href="#">SB 1037</a> <a href="#">Wiener D</a> Planning and zoning: housing element: enforcement.	6/18/2024-A. APPR. 6/18/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 2.) (June 18). Re-referred to Com. on APPR.	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. 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	

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		<p>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"> <li>• <b>This bill</b>, 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 planning or permitting application related to 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.</li> <li>• <b>The bill</b> would require that the penalties set forth in its provisions only apply when the local agency’s acts or omissions, as described, are arbitrary, capricious, or entirely lacking in evidentiary support, contrary to established public policy, unlawful, or procedurally unfair.</li> </ul>	
<p><a href="#">SB 1068</a>  <a href="#">Eggman</a> D</p> <p>Tri-Valley-San Joaquin Valley Regional Rail Authority: contracting: Construction Manager/General Contractor project delivery method.</p>	<p>6/18/2024-A. APPR.          6/18/2024-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 15. Noes 0.) (June 17). Re-referred to Com. on APPR.</p>	<p>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</p>	

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		<p>to be assigned separately or combined to include any or all tasks necessary to achieve transit connectivity.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> <li>• <b>The bill</b> 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.</li> </ul>	
<p><a href="#">SB 1086</a> <a href="#">Seyarto</a> R</p> <p>Sales and Use Tax Law: motor vehicle fuel tax: sales price: gross receipts.</p>	<p>2/21/2024-S. REV. &amp; TAX 4/10/2024-April 10 set for first hearing. Failed passage in committee. (Ayes 2. Noes 4.) Reconsideration granted.</p>	<p>The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current 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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b>, 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.</li> </ul>	
<p><a href="#">SB 1092</a> <a href="#">Blakespear</a> D</p> <p>Coastal resources: coastal development permits: appeals: report.</p>	<p>6/24/2024-A. APPR. 6/24/2024-Re-referred to Com. on APPR. pursuant to Assembly Rule 96.</p>	<p>The California Coastal Act of 1976 requires anyone wishing to perform or undertake any development in the coastal zone, 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 or a local government, as provided. The act authorizes an appeal to the</p>	

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		<p>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 establishes specified appeal procedures, as provided.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the commission, on or before December 31, 2025, to provide a report to the Legislature that provides information regarding appeals of local government coastal development permits to the commission, including, among other things, the percentage of local government coastal development permit actions that were appealed to the commission.</li> </ul>	
<p><a href="#">SB 1098</a> <a href="#">Blakespear</a> D</p> <p>Passenger and freight rail: LOSSAN Rail Corridor.</p>	<p>6/18/2024-A. APPR. 6/18/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (June 17). Re-referred to Com. on APPR.</p>	<p>Current law authorizes the Department of Transportation, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Current law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the Secretary of Transportation to provide guidance and recommendations to, and coordination between, stakeholders as necessary to ensure the performance of the LOSSAN Rail Corridor, as specified.</li> </ul>	
<p><a href="#">SB 1111</a> <a href="#">Min</a> D</p>	<p>6/26/2024-A. APPR. 6/27/2024-Read second time and</p>	<p>Current law prohibits Members of the Legislature, and state, county, district, judicial district, and city officers or employees from being</p>	

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Public officers: contracts: financial interest.	amended. Re-referred to Com. on APPR.	<p>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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b>, on and after January 1, 2026, would include within the definition of remote interest that of a public officer if the public officer’s child is an officer or director of, or has an ownership interest of 10% or more in, a party to a contract entered into by the body or board of which the officer is a member, if this information is actually known to the public officer.</li> </ul>	
<a href="#">SB 1134</a> <a href="#">Caballero D</a> Surplus land.	6/19/2024-A. APPR. 6/20/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (June 19). Re-referred to Com. on APPR.	<p>Current 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. Current law sets forth procedures for the disposal of surplus land and provides that these procedures do not apply to exempt surplus land. Current 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"> <li>• <b>This bill</b>, with regard to surplus land, would require each parcel of land to be considered a distinct unit of surplus land, with the exception of</li> </ul>	

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		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.	
<a href="#">SB 1136</a> <a href="#">Stern D</a>  California Global Warming Solutions Act of 2006: report.	6/17/2024-A. APPR. 6/18/2024-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 10. Noes 0.) (June 17). Re-referred to Com. on APPR.	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"> <li>• <b>This bill</b> 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.</li> </ul>	
<a href="#">SB 1138</a> <a href="#">Newman D</a>  Pupil attendance: excused absences: military entrance processing.	6/25/2024-A. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (June 25). 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.	

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		<ul style="list-style-type: none"> <li>• <b>This bill</b> would add a pupil’s participation in military entrance processing to the list of excused absences.</li> </ul>	
<a href="#">SB 1140</a> <a href="#">Caballero D</a>  Enhanced infrastructure financing district.	6/18/2024-A. THIRD READING 6/18/2024-Read second time. Ordered to third reading.	Current 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 adopting a resolution of intention to establish the proposed district. Current 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. Current law requires the public financing authority of an enhanced infrastructure financing district to hold a meeting and 3 public hearings on a proposed infrastructure financing plan, as provided. Current law requires the infrastructure financing plan, among other things, to be sent to each owner of land within the proposed district and to each affected taxing entity. Current law establishes notice requirements for the meeting and public hearings, including requiring a written notice of each meeting or public hearing to be mailed to each landowner, each resident, and each taxing entity, as specified. Alternative to mailing the documents and notices, current law authorizes an official designated by the city or county to, instead, comply with alternative notice procedures. Current law requires the public financing authority to review the infrastructure financing plan at least annually and make any amendments that are necessary and appropriate. Current law requires a public financing authority to adopt an annual report, as provided, after holding a public hearing, and complying with certain notice requirements, including that	

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		<p>the notice be mailed by first-class mail, but may be addressed to “occupant.”</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> <li>• <b>The bill</b> would remove the requirement that annual report notices be mailed by first-class mail.</li> <li>• <b>This bill</b> would revise and recast the alternative notice procedures by, among other things, authorizing the alternative notice procedures to be used instead of the above-described notice requirements for amendments and annual plans.</li> </ul>	
<p><a href="#">SB 1155</a> <a href="#">Hurtado</a> D</p> <p>Political Reform Act of 1974: postgovernment employment restrictions.</p>	<p>6/26/2024-A. APPR. 6/26/2024-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (June 26). Re-referred to Com. on APPR.</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"> <li>• <b>This bill</b> 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.</li> </ul>	
<p><a href="#">SB 1162</a> <a href="#">Cortese</a> D</p> <p>Public contracts: employment compliance reports and payroll records: workers’ dates of birth.</p>	<p>6/19/2024-A. P. &amp; C.P. 6/20/2024-From committee: Do pass and re-refer to Com. on P. &amp; C.P. with recommendation: To consent calendar. (Ayes 7. Noes 0.) (June 19). Re-referred to Com. on P. &amp; C.P.</p>	<p>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. Current 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</p>	

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		<p>report on a monthly basis demonstrating its compliance with these requirements.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would additionally require the enforceable commitment to provide that the above-described report will include the date of birth of each worker.</li> </ul>	
<p><a href="#">SB 1172</a> <a href="#">Grove</a> R</p> <p>Personal income tax: voluntary contributions: California Breast Cancer Research Voluntary Tax Contribution Fund and California Cancer Research Voluntary Tax Contribution Fund.</p>	<p>6/27/2024-S. ENROLLMENT 6/27/2024-In Senate. Ordered to engrossing and enrolling.</p>	<p>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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would extend the operation of each fund’s provisions to January 1, 2032.</li> </ul>	
<p><a href="#">SB 1204</a> <a href="#">Archuleta</a> D</p> <p>Planning and Zoning Law: electric vehicle charging stations.</p>	<p>2/15/2024-S. RLS. 2/29/2024-Referred to Com. on RLS.</p>	<p>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 building</p>	

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		<p>permit or similar nondiscretionary permit, as prescribed.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would make nonsubstantive changes to those provisions.</li> </ul>	
<p><a href="#">SB 1207</a> <a href="#">Dahle</a> R</p> <p>Buy Clean California Act: eligible materials.</p>	<p>6/17/2024-A. APPR. 6/19/2024-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>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 to mean carbon steel rebar, flat glass, mineral wool board insulation, or structural steel. By January 1, 2025, and every 3 years thereafter, existing law requires the department to review the maximum acceptable global warming potential for each category of eligible materials, as provided.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> 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.</li> </ul>	
<p><a href="#">SB 1216</a> <a href="#">Blakespear</a> D</p> <p>Transportation projects: Class III bikeways: prohibition.</p>	<p>5/28/2024-A. TRANS. 5/28/2024-Referred to Com. on TRANS.</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"> <li>• <b>This bill</b> would define “sharrow” as the pavement marking used to inform road users that bicyclists might occupy the travel lane.</li> <li>• <b>The bill</b> 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</li> </ul>	

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		bikeway or a sharrow on a highway that has a posted speed limit greater than 30 miles per hour.	
<a href="#">SB 1221</a> <a href="#">Min D</a>  Gas corporations: priority neighborhood decarbonization zones: pilot projects.	5/28/2024-A. U. & E. 6/20/2024-From committee with author's amendments. Read second time and amended. Re-referred to Com. on U. & E.	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. <ul style="list-style-type: none"> <li>• <b>This bill</b> would require each gas corporation, on or before July 1, 2025, and annually thereafter, to submit to the commission 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.</li> <li>• <b>The bill</b> would require the commission, on or before January 1, 2026, to designate priority neighborhood decarbonization zones considering, among other things, the concentration of gas distribution line replacement projects identified in the maps.</li> <li>• <b>The bill</b> would, until January 1, 2030, require the commission, on or before January 1, 2026, 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 gas corporation’s customers within its service territory, except as provided.</li> <li>• <b>The bill</b> would require the commission to establish various processes, criteria, methodology, and requirements in administering the pilot projects, including by establishing the criteria and methodology for determining the cost-effectiveness of zero-emission alternatives, as</li> </ul>	

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		<p>defined, establishing the appropriate rate of return and recovery period that a gas corporation is eligible to receive for their costs to implement zero-emission alternatives, and establishing a preference for pilot projects located in priority neighborhood decarbonization zones.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would also require the commission to submit various reports to the relevant committees of the Legislature regarding the pilot projects, as provided.</li> <li>• <b>The bill</b> would repeal the above-described provisions on January 1, 2031.</li> </ul>	
<p><a href="#">SB 1271</a> <a href="#">Min D</a></p> <p>Electric bicycles, powered mobility devices, and storage batteries.</p>	<p>6/25/2024-A. APPR. 6/26/2024-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Current law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes, including the requirement that manufacturers and distributors of electric bicycles apply a label that is permanently affixed to each electric bicycle that contains, among other things, the classification number of the electric bicycle, as specified. 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. A violation of the Vehicle Code is a crime.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would clarify that an electric bicycle is a bicycle equipped with fully operable pedals and an electric motor with continuous rated</li> </ul>	

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		<p>mechanical power of not more than 750 watts.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> 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 hour and the motor on a class 3 electric bicycle is not capable of exclusively propelling the bicycle.</li> </ul>	
<p><a href="#">SB 1303</a> <a href="#">Caballero</a> D Public works.</p>	<p>6/25/2024-A. APPR. 6/26/2024-Read second time and amended. 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 defines the term “public works” for purposes of requirements regarding the payment of prevailing wages to include construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. Existing 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"> <li>• <b>This bill</b> would require a private labor compliance entity, 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.</li> </ul>	

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<p><a href="#">SB 1387</a> <a href="#">Newman D</a></p> <p>California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: vehicle eligibility: schoolbus grant requirements.</p>	<p>6/3/2024-A. TRANS. 6/14/2024-June 17 set for first hearing canceled at the request of author.</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"> <li>• <b>This bill</b> 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 pounds and the vehicle is purchased for fleet operations by a public or private fleet or for personal and commercial use by an individual.</li> </ul>	
<p><a href="#">SB 1417</a> <a href="#">Allen D</a></p> <p>Transit districts: prohibition orders.</p>	<p>4/29/2024-A. TRANS. 4/29/2024-Referred to Com. on TRANS.</p>	<p>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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would provide that the Santa Monica Department of</li> </ul>	

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		Transportation is also a transit district for purposes of these provisions regarding prohibition orders.	

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**FEDERAL LEGISLATION**

BILL/AUTHOR	DESCRIPTION	STATUS
<b>H.R. 2848</b> <b>Rep. Ayanna Pressley (D - MA)</b>	<b>FREEDOM TO MOVE ACT</b>  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.	4/25/23 – Re-introduced in the House  4/15/21 – Re-introduced in the House and Senate  8/27/20 - Board adopts a support position
<b>H. R. 2617</b>	<b>OMNIBUS SPENDING BILL FEDERAL FISCAL YEAR 2023</b>  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	12/29/2022 – Signed into law by President Biden 12/23/2022 – Adopted by the House 12/22/2022 – Adopted by the Senate

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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.	
<b>HR 4346</b>	<p><b>CHIPS AND SCIENCE ACT</b></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><b>HR 5376</b> <b>Rep. John Yarmuth (D-KY)</b></p>	<p><b>BUILD BACK BETTER ACT</b> 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><b>S. 1931</b> <b>Sen. Tom Carper (D- DE)</b></p> <p><b>H.R. 5228 / S. 2726</b> <b>Rep. Henry “Hank” C. Johnson, Jr. (D-GA) and</b></p>	<p><b>THE SURFACE TRANSPORTATION REAUTHORIZATION ACT OF 2021</b> Sets baseline funding level at a historic high of \$303.5 billion for Department of Transportation programs for highways, roads, and bridges.</p> <p><b>PUBLIC TRANSPORTATION EXPANSION ACT</b> 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)</p> <p>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.</p> <p>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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<b>Senator Jon Ossoff (D-GA)</b>	<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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<b>H. R. 3684 Rep. Peter DeFazio (D-OR)</b>	<p><b>INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION (INVEST) IN AMERICA ACT</b></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  6/25/20 - Board adopts a Support position</p>
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<p><b>H.R. 4550</b>  <b>Rep. David Price</b> <b>(D – NC)</b></p>	<p><b>TRANSPORTATION, HOUSING, AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2022</b></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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