

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
September 2024  
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**STATE LEGISLATION**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 7</a> <a href="#">Friedman</a> D Transportation: planning: project selection processes.	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)	The Transportation Agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. On and after January 1, 2025, and to the extent applicable, feasible, and cost effective, this bill would require the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified goals into program funding guidelines and processes.	
<a href="#">AB 52</a> <a href="#">Grayson</a> D Income tax credit: sales and use taxes paid: manufacturing equipment: research and development equipment.	8/29/2024-A. ENROLLMENT 8/29/2024- Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 76. Noes 0.).	The Bradley-Burns Uniform Local Sales and Use Tax Law authorizes counties and cities to impose local sales and use taxes in conformity with the Sales and Use Tax Law, and existing laws authorize districts, as specified, to impose transactions and use taxes in accordance with the Transactions and Use Tax Law, which generally conforms to the Sales and Use Tax Law. Exemptions from state sales and use taxes are automatically incorporated into the local tax laws. The Sales and Use Tax Law imposes state taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including a partial exemption from those taxes, on and after July 1, 2014, and before July 1, 2030, for the gross receipts from the sale of, and the storage, use, or other consumption of, qualified tangible personal property, as defined, that is, among other things, purchased by a qualified person for use primarily in manufacturing, processing, refining,	

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		<p>fabricating, or recycling of tangible personal property, as specified, or purchased for use by a qualified person to be used primarily in research and development. Current law prohibits the exemption described above from applying with respect to any tax levied by a county, city, or district pursuant to, or in accordance with, the Bradley-Burns Uniform Local Sales and Use Tax Law or the Transactions and Use Tax Law, sales and use taxes imposed pursuant to certain provisions of the Sales and Use Tax Law, and sales and use taxes imposed pursuant to certain provisions of the California Constitution. The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would allow, for a taxable year beginning on or after January 1, 2025, and before January 1, 2030, a credit against those taxes to a taxpayer in an amount equal to the amount of tax reimbursement paid during the taxable year for sales tax on gross receipts that would be exempt from taxation under the Sales and Use Tax Law pursuant to the sales and use tax exemption described above but for the provision that prohibits that exemption from applying with respect to any tax levied by a county, city, or district pursuant to, or in accordance with, the Bradley-Burns Uniform Local Sales and Use Tax Law or the Transactions and Use Tax Law, sales and use taxes imposed pursuant to certain provisions of the Sales and Use Tax Law, and sales and use taxes imposed pursuant to certain provisions of the California Constitution.</li> </ul>	
<p><a href="#">AB 99</a> <a href="#">Connolly D</a>  Department of Transportation: state roads</p>	<p>8/29/2024-A. ENROLLMENT 8/29/2024- Assembly Rule 77 suspended. Senate amendments</p>	<p>Would require the Department of Transportation to adopt, on or before January 1, 2026, a statewide policy to use integrated pest management, as defined, on state roads and highways, as specified, and to implement the statewide policy in cities or counties that have adopted integrated pest management approaches to roadside vegetation management.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would require the Department of Transportation, in developing the statewide policy, to consult with the Department of Pesticide Regulation and the University of California Statewide Integrated Pest Management Program.</li> </ul>	

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and highways: integrated pest management.	concurrent in. To Engrossing and Enrolling. (Ayes 52. Noes 16.).	<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, 2026, 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>	
<a href="#">AB 101 Ting D</a> Budget Act of 2023.	8/14/2023-S. BUDGET & F.R. 8/14/2023-Re-referred to Com. on B. & F.R.	<ul style="list-style-type: none"> <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>	
<a href="#">AB 382 Cervantes D</a> High-occupancy vehicle lanes:	8/31/2024-S. INACTIVE FILE 8/31/2024-Ordered to inactive file at the request of Senator Roth.	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	

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County of Riverside.		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 637</a> <a href="#">Jackson D</a>  Zero-emission vehicles: fleet owners: rental vehicles.	8/29/2024-A. ENROLLMENT 8/29/2024- Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 66. Noes 1.).	Current law 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 adopts a regulation on or after April 28, 2023, requiring 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> <li>• <b>The bill</b> would provide that a fleet owner that rents a zero-emission vehicle pursuant to this authority is not precluded from including that vehicle in their fleet for purposes of calculating any zero-emission vehicle acquisition requirement.</li> </ul>	

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<a href="#">AB 761</a> <a href="#">Friedman</a> D  Local finance: enhanced infrastructure financing districts.	8/29/2024-A. ENROLLMENT 8/29/2024- Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 76. Noes 0.).	<p>Current law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district by adopting a resolution of intention to establish the proposed district which, among other things, is required to state that an enhanced infrastructure financing district is proposed and describe the boundaries of the proposed district. Current law requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan consistent with the general plan and any relevant specific plan, and consisting of, among other things, a financing section. Current law requires that the financing section include a plan for financing the public facilities, a limit on the total number of dollars of taxes that may be allocated to the district pursuant to the plan, and a date, either not more than 45 years from the date on which the issuance of the bonds is approved for the plan on which the district will cease to exist, by which time all tax allocation to the district will end, or, where the district is divided into project areas, a date on which the infrastructure financing plan will cease to be in effect and all tax allocations to the district will end and a date on which the district's authority to repay indebtedness with incremental tax revenues will end, as specified.</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>	Support
<a href="#">AB 1168</a> <a href="#">Bennett</a> D  Emergency medical	8/27/2024-A. ENROLLMENT 8/27/2024- Assembly Rule 77 suspended.	<p>Current law requires a county to enter into a written agreement with a city or fire district that contracted for or provided prehospital EMS as of June 1, 1980. Current law requires, until that written agreement is reached, prehospital EMS to be continued at not less than the existing level and the administration of prehospital EMS by cities and fire districts contracting for or providing those services as of June 1, 1980, to be retained by those cities and fire districts.</p>	

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services (EMS): prehospital EMS.	Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 69. Noes 0.).	<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. If a joint powers agreement regarding prehospital EMS was initially executed on or after January 1, 2024, 2025, the bill would ensure a city or fire district retains its existing authorities regarding, and the administration of, prehospital EMS.</li> <li>• <b>The bill</b> would set various conditions for a joint powers agreement, including, among other things, requiring uniform operational procedures for prehospital EMS throughout the EMS area or subarea covered by the agreement.</li> </ul>	
<a href="#">AB 1567 Garcia D</a>  Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce	5/22/2024-S. N.R. & W.  5/22/2024-Re-referred to Com. on N.R. & W.	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.	

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Development Bond Act of 2024.			
<a href="#">AB 1777</a> <a href="#">Ting D</a>  Autonomous vehicles.	8/31/2024-A. ENROLLMENT 8/31/2024-In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling.	Would, commencing July 1, 2026, require manufacturers of autonomous vehicles that operate without a human operator physically present in the vehicle, except as provided to comply with certain requirements, including, among other things, to maintain a dedicated emergency response telephone line that is available for emergency response officials, as defined, and to equip each autonomous vehicle with a 2-way voice communication device that enables emergency response officials that are near the vehicle to communicate effectively with a remote human operator, as specified. <ul style="list-style-type: none"> <li>• <b>The bill</b> would, commencing July 1, 2026, authorize an emergency response official to issue an emergency geofencing message, as defined, to a manufacturer and would require a manufacturer to direct its fleet to leave or avoid the area identified within 2 minutes of receiving an emergency geofencing message, as specified.</li> </ul>	
<a href="#">AB 1778</a> <a href="#">Connolly D</a>  Vehicles: electric bicycles.	8/28/2024-A. ENROLLED 8/28/2024- Enrolled and presented to the Governor at 4 p.m.	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. <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> </ul>	

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		<ul style="list-style-type: none"> <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>	
<a href="#">AB 1785 Pacheco</a> D  California Public Records Act.	8/27/2024-A. ENROLLMENT 8/27/2024- Assembly Rule 77 suspended. Senate amendments concurrent in. To Engrossing and Enrolling. (Ayes 77. Noes 0.).	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.  <ul style="list-style-type: none"> <li>• <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.</li> </ul>	
<a href="#">AB 1812 Gabriel</a> D	1/16/2024-A. BUDGET	Would make appropriations for the support of state government for the 2024–25 fiscal year.	

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Budget Act of 2024.	1/16/2024- Referred to Com. on BUDGET.		
<a href="#">AB 1820</a> <a href="#">Schiavo</a> D Housing development projects: applications: fees and exactions.	8/27/2024-A. ENROLLMENT 8/27/2024- Assembly Rule 77 suspended. Senate amendments concurrred in. To Engrossing and Enrolling. (Ayes 76. Noes 0.).	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 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 and would require the agency that imposes the fee to provide the fee schedule to the development proponent without delay.	
<a href="#">AB 1855</a> <a href="#">Arambula</a> D Open meetings: teleconferenc es: community college	8/26/2024-A. ENROLLMENT 8/26/2024- Senate amendments concurrred in. To Engrossing and Enrolling.	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,	

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student body associations and student-run organizations.		<p>except as specified.</p> <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>	
<a href="#">AB 1868</a> <a href="#">Friedman</a> D  Property taxation: assessments: affordable housing.	8/29/2024-A. ENROLLMENT 8/29/2024- Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 76. Noes 0.).	<p>Current law requires the county assessor to consider, when valuing real property for property taxation purposes, the effect of any enforceable restrictions to which the use of the land may be subjected. Under existing law, these restrictions include, among other enumerated items, a recorded contract with a nonprofit corporation that meets prescribed requirements, including requirements that the nonprofit corporation has received a welfare exemption for properties intended to be sold to low-income families who participate in a special no-interest loan program, and that the contract includes a deed of trust on the property in favor of the nonprofit corporation to ensure compliance with the terms of the program, as described.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would, for purposes of valuing property by the county assessor, establish a rebuttable presumption that, at the time of purchase, an assessor shall not include the value of the above-described deed of trust. By changing the manner in which county assessors assess property for property taxation purposes, this bill would impose a state-mandated local program.</li> <li>• <b>The bill</b> would also make a technical, nonsubstantive change to those provisions.</li> </ul>	
<a href="#">AB 1879</a> <a href="#">Gipson</a> D  Property	8/23/2024-A. ENROLLED 8/23/2024- Enrolled and	<p>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</p>	

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taxation: filing.	presented to the Governor at 4 p.m.	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>	
<a href="#">AB 1890</a> <a href="#">Patterson, Joe</a> R Public works: prevailing wage.	8/28/2024-A. ENROLLED 8/28/2024- Enrolled and presented to the Governor at 4 p.m.	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, within 30 days, if there is a change in the identity of a contractor or subcontractor performing the project or, if the total amount of the contract change exceeds specified thresholds.</li> <li>• <b>The bill</b> would exempt projects of awarding bodies operating labor compliance programs that are approved and monitored by the department and covered by a valid project labor agreement.</li> </ul>	
<a href="#">AB 1904</a> <a href="#">Ward D</a> Transit buses: yield right-of- way sign.	8/27/2024-A. ENROLLED 8/27/2024- Enrolled and presented to	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	

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	the Governor at 12 p.m.	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>	
<a href="#">AB 1921</a> <a href="#">Papan</a> D  Energy: renewable electrical generation facilities: definition.	8/27/2024-A. ENROLLED 8/27/2024- Enrolled and presented to the Governor at 12 p.m.	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. <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>	
<a href="#">AB 1949</a> <a href="#">Wicks</a> D  California Consumer Privacy Act of	8/29/2024-A. ENROLLMENT 8/29/2024- Assembly Rule 77 suspended. Senate	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	

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2020: collection of personal information of a consumer less than 18 years of age.	amendments concurrent in. To Engrossing and Enrolling. (Ayes 60. Noes 0.).	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. <ul style="list-style-type: none"> <li>• <b>This bill</b> would instead prohibit a business from selling or sharing the personal information of a consumer if the business has actual knowledge that the consumer is less than 18 years of age and would revise the above-described prohibition to prohibit a business from selling or sharing the personal information of a consumer over 13 years of age, but 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.</li> </ul>	
<a href="#">AB 1953</a> <a href="#">Villapudua</a> D  Vehicles: weight limits.	8/27/2024-A. ENROLLMENT 8/27/2024- Assembly Rule 77 suspended. Senate amendments concurrent in. To Engrossing and Enrolling. (Ayes 77. Noes 0.).	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 a maximum of 2,000 pounds, as specified.</li> <li>• <b>This bill</b> would also clarify that the maximum gross vehicle weight for a near-zero-emission vehicle or a zero-emission vehicle is 82,000 pounds.</li> </ul>	
<a href="#">AB 1976</a> <a href="#">Haney</a> D  Occupational	8/28/2024-A. ENROLLMENT 8/28/2024-In Assembly.	Current law grants the Division of Occupational Safety and Health, which is within the Department of Industrial Relations, jurisdiction over all employment and places of employment, and the power necessary to enforce and administer all occupational health and safety laws and standards. Current law requires the division, before December 1, 2025, to submit to the	

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Bill ID/Topic	Location	Summary	Position
safety and health standards: first aid materials: opioid antagonists.	Concurrence in Senate amendments pending. May be considered on or after August 30 pursuant to Assembly Rule 77. Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and Enrolling.	<p>standards board a rulemaking proposal to consider revising certain standards relating to the prevention of heat illness, protection from wildfire smoke, and toilet facilities on construction jobsites. Current law also requires the standards board to review the proposed changes and consider adopting revised standards on or before December 31, 2025.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the division, before December 1, 2027, to submit a draft rulemaking proposal to revise specified regulations on first aid materials and emergency medical services to require first aid materials in a workplace to include naloxone hydrochloride or another opioid antagonist approved by the United States Food and Drug Administration to reverse opioid overdose and instructions for using the opioid antagonist.</li> <li>• <b>The bill</b> would also require the division, in drafting the rulemaking proposal, to consider, and provide guidance to employers on, proper storage of the opioid antagonist in accordance with the manufacturer’s instructions.</li> <li>• <b>The bill</b> would require the standards board to consider for adoption revised standards for the standards described above on or before December 1, 2028.</li> </ul>	
<a href="#">AB 1978 Sanchez R</a>  Vehicles: speed contests.	8/31/2024-A. ENROLLMENT 8/31/2024-In Assembly. Concurrence in Senate amendments	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.	

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	pending. Senate amendments concurred in. To Engrossing and Enrolling.		
<a href="#">AB 1984</a> <a href="#">Weber</a> D  Pupil discipline: transfer reporting.	8/29/2024-A. ENROLLMENT 8/29/2024-Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 76. Noes 0.).	<p>Current law authorizes a county board of education to establish and maintain one or more county community schools, and authorizes the governing board of a school district to establish one or more community day schools, to enroll specified categories of pupils, including expelled pupils, among others, as specified. Current law authorizes the governing board of any school district to maintain one or more alternative schools, as defined, and requires the governing board of each high school district and each unified school district to establish and maintain within its boundaries special continuation education classes. Current law requires enrollment in an alternative school to be voluntary, and authorizes both the voluntary and involuntary transfers of pupils to county community schools and to continuation schools, as specified. 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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require, commencing with the 2026–27 school year, the State Department of Education to collect and publish on its internet website, and school districts, county offices of education, and charter schools to provide to the department, data on pupil transfers due to disciplinary reasons, including whether the pupil transferred to an alternative school based on a referral by the school.</li> <li>• <b>The bill</b> would require the department, when providing guidance on its internet website about reducing disproportionate discipline of pupil subgroups in schools, to advise local educational agencies against the use of transfers to avoid reporting suspensions and expulsions.</li> </ul>	

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<a href="#">AB 2037</a> <a href="#">Papan D</a>  Weights and measures: electric vehicle chargers.	8/27/2024-A. ENROLLMENT 8/27/2024-Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 76. Noes 0.).	Current law regulates advertising that indicates the price of motor vehicle fuel, including electricity sold as a motor vehicle fuel. Current law requires a county sealer to enforce the advertising requirements. Current law makes a violation of these provisions a crime. Current law defines “correct,” for purposes of testing and verifying the accuracy of a weighing or measuring device, as a weight or measure or a weighing, measuring, or counting instrument that meets certain tolerance and specification requirements. <ul style="list-style-type: none"> <li>• <b>This bill</b> would, beginning January 1, 2026, 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.</li> <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> </ul>	
<a href="#">AB 2061</a> <a href="#">Wilson D</a>  Sales and Use Tax: zero-emission public	8/26/2024-A. ENROLLMENT 8/26/2024-Read third time. Passed. Ordered to the Assembly. (Ayes 40. Noes 0.). In Assembly.	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. <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>	

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transportation ferries.	Ordered to Engrossing and Enrolling.		
<a href="#">AB 2082 Carrillo, Juan D</a>  State highways: State Route 138: reduction.	8/28/2024-A. ENROLLMENT 8/28/2024-Read third time. Passed. Ordered to the Assembly. (Ayes 39. Noes 0.). In Assembly. Ordered to Engrossing and Enrolling.	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 Schiavo D</a>  Transportation funding: California Transportation Plan: public dashboard.	8/31/2024-A. ENROLLMENT 8/31/2024-Senate amendments concurred in. To Engrossing and Enrolling.	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.  • <b>This bill</b> would require the California Transportation Plan to also include a financial element that summarizes the full cost of plan implementation through the first 10 years of the planning period and includes a summary of available revenues through the planning period and an analysis	

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		of what is feasible within the plan if constrained by a realistic projection of available revenues, as specified.	
<a href="#">AB 2123</a> <a href="#">Papan</a> D  Disability compensation : paid family leave.	8/26/2024-A. ENROLLMENT 8/26/2024- Senate amendments concurred in. To Engrossing and Enrolling.	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.  • <b>This bill</b> would make that authorization and related provisions inapplicable to any disability commencing on or after January 1, 2025.	
<a href="#">AB 2130</a> <a href="#">Santiago</a> D  Parking violations.	8/19/2024-A. ENROLLED 8/19/2024- Enrolled and presented to the Governor at 3 p.m.	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.  • <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.	

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<a href="#">AB 2182</a> <a href="#">Haney D</a>  Public works.	8/30/2024-A. ENROLLMENT 8/30/2024-In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 70. Noes 0.).	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. Commencing July 1, 2026, this bill would, until January 1, 2031, 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.	
<a href="#">AB 2192</a> <a href="#">Carrillo, Juan D</a>  Public agencies: cost accounting standards.	8/28/2024-A. ENROLLMENT 8/28/2024-In Assembly. Concurrence in Senate amendments pending. May be considered	The Uniform Public Construction Cost Accounting Act authorizes a public agency, whose governing board has by resolution elected, to become subject to uniform construction cost accounting procedures. Current law provides for the development of cost accounting standards and an alternative method for the bidding of public works projects by public entities. The act defines “public project” to include, among other things, construction, reconstruction, erection, alteration, renovation, improvement, demolition, and repair work involving any publicly owned, leased, or operated facility.  <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>	

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	on or after August 30 pursuant to Assembly Rule 77. Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and Enrolling.		
<a href="#">AB 2234</a> <a href="#">Boerner</a> D  Vehicles: electric bicycles.	8/28/2024-A. ENROLLED 8/28/2024- Enrolled and presented to the Governor at 4 p.m.	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.  <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</li> </ul>	

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		<p>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 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 D</a></p> <p>Housing development projects: objective standards: affordability and site criteria.</p>	<p>8/31/2024-A. ENROLLMENT 8/31/2024-Read third time. Passed. Ordered to the Assembly. (Ayes 28. Noes 0.). In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To</p>	<p>The Middle Class Housing Act of 2022 provides that a housing development project is an allowable use on a parcel that is within a zone where office, retail, or parking is a principally permitted use, if the proposed development complies with specified requirements. Under that act, one of those requirements is that the project site is 20 acres or less.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b>, if the site is a regional mall, as defined, would instead require that the project site not be greater than 100 acres.</li> </ul>	

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	Engrossing and Enrolling.		
<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 2284</a> <a href="#">Grayson</a> D  County employees' retirement: compensation .	8/27/2024-A. ENROLLMENT 8/27/2024-Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and	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 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	

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	Enrolling. (Ayes 77. Noes 0.).	<p>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>	
<a href="#">AB 2286</a> <a href="#">Aguiar-Curry</a> D	8/29/2024-A. ENROLLMENT 8/29/2024- Assembly Rule 77 suspended. Senate amendments concluded in. To Engrossing and Enrolling. (Ayes 70. Noes 1.).	<p>Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Current law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require a manufacturer of an autonomous vehicle to report to the department 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.</li> </ul>	
<a href="#">AB 2302</a> <a href="#">Addis</a> D	8/27/2024-A. ENROLLED 8/27/2024- Enrolled and presented to the Governor at 12 p.m.	<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</p>	

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		<p>alternative teleconferencing in specified circumstances if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law imposes prescribed restrictions on remote participation by a member under these alternative teleconferencing provisions, including establishing limits on the number of meetings a member may participate in solely by teleconference from a remote location, prohibiting such participation for a period of more than 3 consecutive months or 20% of the regular meetings for the local agency within a calendar year, or more than 2 meetings if the legislative body regularly meets fewer than 10 times per calendar year.</p> <ul style="list-style-type: none"> <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 2331</a> <a href="#">Gabriel D</a>  Voluntary carbon market disclosures.</p>	<p>8/28/2024-A. CONCURRENCE 8/29/2024- Assembly Rule 77 suspended.</p>	<p>Current law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Current law requires a business entity that is marketing or selling voluntary carbon offsets within the state to disclose on the business entity’s internet website specified information about the applicable carbon offset project, including, among other things, the durability period for any project that the seller knows or should know that the durability of the project’s greenhouse gas reductions or greenhouse gas removal enhancements is less than the atmospheric lifetime of carbon dioxide emissions. Current law defines “durability” for purposes of these provisions. Current law defines a “voluntary carbon offset” to mean any product sold or marketed in the state that makes specified claims. Current law also requires an entity that makes claims regarding the achievement of net zero emissions,</p>	

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		<p>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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would revise the definition of a “voluntary carbon offset” to mean a tradable instrument, rather than a product.</li> <li>• <b>The bill</b> would delete the definition of “durability” and the requirement to disclose the durability period, as described above, and would instead require the disclosure of the period over which carbon storage is required by law or contract to be monitored for reversals and to have any reversals reported, verified, and compensated, as provided.</li> <li>• <b>The bill</b> would define “reversals” for purposes of the bill.</li> <li>• <b>The bill</b> would expand, revise, and clarify the information that a business entity is required to disclose.</li> </ul>	
<p><a href="#">AB 2335</a> <a href="#">McKinnor</a> D  Public employment: compensation</p>	<p>8/26/2024-A. ENROLLMENT 8/26/2024-Read third time. Passed. Ordered to the Assembly. (Ayes</p>	<p>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</p>	

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and classification.	31. Noes 7.). In Assembly. Ordered to Engrossing and Enrolling.	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 Hoover R</a>  Open meetings: school boards: emergencies: notifications by email.	8/23/2024-A. ENROLLED 8/23/2024- Enrolled and presented to the Governor at 4 p.m.	The Ralph M. Brown Act generally requires that meetings of a legislative body of a local agency be conducted openly and that the body provide notice, as specified, prior to its meetings. In an emergency situation involving matters upon which prompt action is necessary due to the disruption or threatened disruption of public facilities, current law authorizes a legislative body to hold an emergency meeting without complying with specified 24-hour notice and posting requirements. Current law instead requires the presiding officer of the legislative body, or a designee, to notify specified media entities by telephone one hour before the emergency meeting or at or near the time the members of the legislative body are notified, as specified. If the telephone services are not functioning, existing law waives this notification requirement and requires the legislative body, or a designee, to notify those media entities of certain details of the emergency meeting as soon after the meeting as possible. <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 2364 Rivas, Luz D</a>  Property	8/28/2024-A. ENROLLMENT 8/28/2024-In Assembly.	The Department of Industrial Relations consists of specified divisions, boards, and commissions, including the Division of Labor Standards Enforcement, which is headed by the Chief of the Division of Labor Standards Enforcement, known as the Labor Commissioner. Current law requires every employer of janitors to register annually with the Labor Commissioner and	

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service worker protection.	Concurrence in Senate amendments pending. May be considered on or after August 30 pursuant to Assembly Rule 77. Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and Enrolling.	<p>requires the Division of Labor Standards Enforcement to enforce the provisions relating to the registration of those employers. Current law requires an employer to use a qualified organization, as specified, to provide the sexual violence and harassment prevention training, and to pay the qualified organization \$65 per participant, except as specified.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would instead require the employer, until January 1, 2026, to pay the qualified organization \$200 per participant for training sessions having less than 10 participants, and \$80 per participant for training sessions with 10 or more participants, except as specified. Each year thereafter, the employer would be required to increase the rate of payment, as specified.</li> </ul>	
<a href="#">AB 2401</a> <a href="#">Ting D</a> Clean Cars 4 All Program.	8/29/2024-A. ENROLLMENT 8/29/2024- Assembly Rule 77 suspended. Senate amendments	<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 Cars 4 All Program to</li> </ul>	

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	concurring in. To Engrossing and Enrolling. (Ayes 74. Noes 0.).	<p>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 participate in the program, to manage the distribution of incentives within its jurisdiction, the state board manages the distribution of incentives to eligible residents of those areas.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would make certain conforming changes in that regard.</li> </ul>	
<a href="#">AB 2403</a> <a href="#">Bonta</a> D  Community colleges: student equity plan.	8/27/2024-A. ENROLLED 8/27/2024-Enrolled and presented to the Governor at 12 p.m.	<p>Existing law, the Seymour-Campbell Student Success Act of 2012, provides that the purpose of the act is to increase California community college student access and success by providing effective core matriculation services, including orientation, assessment and placement, counseling, other education planning services, and academic interventions. Existing 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. Existing 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. To the extent that the bill would impose new duties on community college districts, it would constitute a state-mandated local program.</li> <li>• <b>This bill</b> contains other related provisions and other existing laws.</li> </ul>	
<a href="#">AB 2430</a> <a href="#">Alvarez</a> D	8/28/2024-A. ENROLLMENT	Current law, commonly referred to as 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	

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Planning and zoning: density bonuses: monitoring fees.	8/28/2024-In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 30 pursuant to Assembly Rule 77. Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and Enrolling.	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. • <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. • <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.	
<a href="#">AB 2488</a> <a href="#">Ting D</a> Downtown revitalization	8/29/2024-A. ENROLLMENT 8/29/2024-Assembly Rule 77 suspended.	Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, including the acquisition, construction, or rehabilitation of housing for persons of very low, low, and moderate income. Current law requires the legislative body to establish a public financing authority, defined as the governing board of the enhanced	

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and economic recovery financing districts: City and County of San Francisco.	Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 72. Noes 0.).	<p>infrastructure financing district, at the same time the resolution to form an enhanced infrastructure district is adopted. Current law requires the public financing authority to adopt an infrastructure financing plan that includes specified information, including a finding that the development and financial assistance are of communitywide significance and provide significant benefits to an area larger than the area of the district.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would authorize the City and County of San Francisco to designate one downtown revitalization and economic recovery financing district for the purpose of financing commercial-to-residential conversion projects with incremental tax revenues generated by commercial-to-residential conversion projects within the district.</li> </ul>	
<a href="#">AB 2499</a> <a href="#">Schiavo</a> D Employment: unlawful discrimination and paid sick days: victims of violence.	8/28/2024-A. ENROLLMENT 8/28/2024-In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 30 pursuant to Assembly Rule 77. Assembly Rule 77	<p>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.</p> <ul style="list-style-type: none"> <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 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.</li> </ul>	

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	suspended. Senate amendments concurred in. To Engrossing and Enrolling.	<ul style="list-style-type: none"> <li>• <b>The bill</b> would expand the eligibility for reasonable accommodations to include an employee who is a victim or whose family member is a victim of a qualifying act of violence for the safety of the employee while at work.</li> <li>• <b>The bill</b> would omit the reinstatement and reimbursement provisions included in existing law.</li> <li>• <b>The bill</b> would require an employer to inform each employee of their rights under the bill, to be provided to new employees upon hire, to all employees annually, at any time upon request, and any time an employee informs an employer that the employee or the employee’s family member is a victim.</li> <li>• <b>The bill</b> would require the department to develop and post, on or before July 1, 2025, a form, as prescribed, that an employer may use to comply with that requirement.</li> <li>• <b>The bill</b> would make a number of conforming changes to implement these provisions.</li> </ul>	
<a href="#">AB 2503</a> <a href="#">Lee D</a> California Environmental Quality Act: exemption: passenger rail projects.	8/28/2024-A. ENROLLED 8/28/2024- Enrolled and presented to the Governor at 4 p.m.	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</li> </ul>	

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		bill would increase the duties of the county clerk, this bill would impose a state-mandated local program.	
<a href="#">AB 2525</a> <a href="#">Zbur D</a>  State highways: property leases.	8/28/2024-A. ENROLLMENT 8/28/2024-In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 30 pursuant to Assembly Rule 77. Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and Enrolling.	Current law authorizes the Department of Transportation to offer leases to the City of Los Angeles on a right of first refusal basis for any airspace under a freeway or certain real property acquired for highway purposes located in the city for purposes of an emergency shelter or feeding program for a lease amount, for up to 10 parcels, of \$1 per month, and a payment of an administrative fee not to exceed \$500 per year, as specified. <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> <li>• <b>The bill</b> would define “secure vehicle lot program” to mean the use of the leased property to store a vehicle belonging to a person receiving services from the lessee or other governmental agency for the purpose of relieving homelessness.</li> <li>• <b>The bill</b> would specify conditions for a vehicle stored in a secure vehicle lot program.</li> <li>• <b>The bill</b> would also increase the number of parcels that may be leased for \$1 per month to 25 parcels.</li> </ul>	

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<a href="#">AB 2553</a> <a href="#">Friedman</a> D  Housing development: major transit stops: vehicular traffic impact fees.	8/28/2024-A. ENROLLED 8/28/2024- Enrolled and presented to the Governor at 4 p.m.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. 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 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.  • <b>This bill</b> would revise the definition of “major transit stop” to increase the frequency of service interval to 20 minutes.	
<a href="#">AB 2590</a> <a href="#">Reyes</a> D  San Bernardino County Transportation Authority: contracting.	8/27/2024-A. ENROLLED 8/27/2024- Enrolled and presented to the Governor at 12 p.m.	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.  • <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.	

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<a href="#">AB 2645</a> <a href="#">Lackey</a> R  Electronic toll collection systems: information sharing: law enforcement.	8/29/2024-A. ENROLLMENT 8/29/2024-Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 76. Noes 0.).	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 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. • <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.	
<a href="#">AB 2669</a> <a href="#">Ting</a> D  Toll bridges: tolls.	8/26/2024-A. ENROLLMENT 8/26/2024-Read third time. Passed. Ordered to the Assembly. (Ayes 31. Noes 7.). In Assembly.	Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. • <b>This bill</b> would prohibit a toll from being imposed on the passage of a pedestrian, bicycle, or personal micromobility device over these various toll bridges, unless the bridge was under construction on or after January 1, 2025, and the tolls are used to fund the cost of constructing the bridge.	

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<a href="#">AB 2678</a> <a href="#">Wallis</a> R  Vehicles: high-occupancy vehicle lanes.	8/30/2024-A. ENROLLMENT 8/30/2024-In Assembly. Ordered to Engrossing and Enrolling.	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. <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>	
<a href="#">AB 2697</a> <a href="#">Irwin</a> D  Transportation electrification: electric vehicle charging stations: network	8/28/2024-A. ENROLLMENT 8/28/2024-In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 30	Current law prohibits persons desiring to use an electric vehicle charging station that requires payment of a fee from being required to pay a subscription fee to use the station and from being required to obtain membership in any club, association, or organization as a condition of using the station. 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>	

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roaming standards.	pursuant to Assembly Rule 77. Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and Enrolling.		
<a href="#">AB 2698</a> <a href="#">Ta R</a> Route 405: Little Saigon Freeway.	8/26/2024-A. ENROLLMENT 8/26/2024-Senate amendments concurred in. To Engrossing and Enrolling.	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 D</a> Labor Commissioner .	8/28/2024-A. ENROLLMENT 8/28/2024-In Assembly. Concurrence in Senate	Current law imposes various requirements on work performed on a public works project, as defined, including requirements for minimum wages to be paid. Current law requires the Labor Commissioner, after determining there has been a violation of these requirements, to issue a civil wage and penalty assessment to the contractor or subcontractor, or both. Current law requires the assessment to be in writing and 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	

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	<p>amendments pending. May be considered on or after August 30 pursuant to Assembly Rule 77. Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>or some part thereof was performed, or not later than 18 months after acceptance of the public work, whichever occurs last. Current law provides for this time period to be tolled under specified conditions. Current law generally limits claimants from commencing an action to enforce the liability on a payment bond at any time after the claimant ceases to provide work, but not later than 6 months after the period in which a stop payment notice may be given.</p> <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>	
<p><a href="#">AB 2712 Friedman</a> D Preferential parking privileges: transit-oriented development.</p>	<p>8/28/2024-A. ENROLLMENT 8/28/2024-In Assembly. Concurrence in Senate amendments pending. May be considered</p>	<p>Current law authorizes a local authority, by ordinance or resolution, to prohibit or restrict the stopping, parking, or standing of vehicles on certain streets or highways during all or certain hours of the day. Current law authorizes the ordinance or resolution to include a designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use and the use of their guests, under which the residents and merchants may be issued permits that exempt them from the 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</p>	

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	on or after August 30 pursuant to Assembly Rule 77. Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and Enrolling.	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. <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>	
<a href="#">AB 2715</a> <a href="#">Boerner</a> D  Ralph M. Brown Act: closed sessions.	8/27/2024-A. ENROLLED 8/27/2024- Enrolled and presented to the Governor at 12 p.m.	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:	8/27/2024-A. ENROLLMENT 8/27/2024- Assembly Rule 77 suspended.	Current law generally governs the transactions between a rental company, also referred to as a rental car company, and its customers. Existing law prohibits a rental company from using, accessing, or obtaining any information relating to the renter’s use of the rental vehicle that was obtained using electronic surveillance technology, except under specified circumstances. Current law, until January 1, 2028, authorizes a rental company to activate electronic surveillance	

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electronic surveillance technology.	Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 76. Noes 0.).	technology if the rental vehicle has not been returned following 72 hours after the contracted return date or by 72 hours following the end of an extension of that return date. Current law requires the rental company to provide notice of activation of the electronic surveillance technology 24 hours prior to activation, as specified. Current law, except as specified, requires the rental or lease agreement to advise the renter that electronic surveillance technology may be activated if the rental vehicle has not been returned within 72 hours of the return date. Current law requires the advisement to also be made orally to the renter at the time of executing the rental or lease agreement, except as provided. <ul style="list-style-type: none"> <li>• <b>This bill</b> would delete the January 1, 2028, sunset date, thereby extending those provisions, as further revised by the bill, indefinitely.</li> </ul>	
<a href="#">AB 2779</a> <a href="#">Petrie-Norris</a> D Independent System Operator: transmission planning.	8/29/2024-A. ENROLLMENT 8/29/2024-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 76. Noes 0.).	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 2861</a> <a href="#">Wallis</a> R Personal income tax:	4/8/2024-A. REV. & TAX SUSPENSE FILE 4/29/2024-In committee: Set,	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>	

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credit: gun safe.	second hearing. Held under submission.		
<a href="#">AB 2873 Garcia D</a> Breaking Barriers to Employment Initiative: grants.	8/26/2024-A. ENROLLMENT 8/26/2024-Read third time. Passed. Ordered to the Assembly. (Ayes 35. Noes 0.). In Assembly. Ordered to Engrossing and Enrolling.	<p>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 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>	

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<a href="#">AB 2879</a> <a href="#">Lackey</a> R  High-Speed Rail Authority: contracting.	8/26/2024-A. ENROLLED 8/26/2024-Enrolled and presented to the Governor at 4 p.m.	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.  • <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.	
<a href="#">AB 2911</a> <a href="#">McKinnor</a> D  Campaign contributions: agency officers.	5/29/2024-S. E. & C.A. 7/2/2024-In committee: Set, first hearing. Held without recommendation.	The Political Reform Act of 1974 prohibits an officer of an agency from accepting, soliciting, or directing a contribution of more than \$250 from any party, participant, or a party or participant’s agent, while a proceeding involving a license, permit, or other entitlement for use is pending before the agency and for 12 months following the 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.  • <b>This bill</b> would raise the threshold for contributions regulated by these provisions to \$1,500, as specified.	

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<a href="#">AB 3123</a> <a href="#">Jones-Sawyer</a> D  Los Angeles County Metropolitan Transportation Authority: board code of conduct: lobbying rules.	8/30/2024-A. ENROLLMENT 8/30/2024-In Assembly.  Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 50. Noes 14.).	The Los Angeles County Metropolitan Transportation Authority (MTA) is 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, existing 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. <ul style="list-style-type: none"> <li>• <b>This bill</b> would revise and recast the code of conduct by, among other things, specifying that board members are subject to all ethics laws applicable to other public officials and by eliminating specific rules from the code of conduct including, among others, certain rules pertaining to gifts and financial conflicts of interest.</li> <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> <li>• <b>The bill</b> would require the ethics officer to provide advice to the board and MTA relating to codes of conduct, lobbying, governmental ethics, campaign finance, fair procurement practices, and conflicts of interest.</li> <li>• <b>The bill</b> would also authorize the ethics officer to make recommendations regarding a potential violation to the inspector general.</li> </ul>	Sponsor
<a href="#">AB 3152</a> <a href="#">Jones-Sawyer</a>	3/21/2024-A. RLS.	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	

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D Excise tax: loan guaranties: education and training.	4/1/2024-Re- referred to Com. on RLS.	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. <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>	
<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:	3/30/2023-A. REV. & TAX 3/30/2023- Referred to	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.	

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appropriation limits.	Com. on REV. & TAX.		
<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 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:	8/28/2024-S. ENROLLMENT 8/28/2024- Assembly	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	

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determination .	amendments concurred in. (Ayes 31. Noes 8.) Ordered to engrossing and enrolling.	<p>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 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>	
<a href="#">SB 37 Caballero</a> D  Older Adults and Adults with Disabilities Housing Stability Act.	8/26/2024-S. ENROLLMENT 8/26/2024-Read third time. Passed. Ordered to the Senate. In Senate. Ordered to	<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 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</li> </ul>	

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	engrossing and enrolling.	Department of Housing and Community Development, commencing January 1, 2025, to begin developing the Older Adults and Adults with Disabilities Housing Stability Pilot Program.	
<a href="#">SB 56 Skinner</a> D University of California: transfer of real property.	8/27/2024-S. ENROLLED 8/27/2024- Enrolled and presented to the Governor at 2 p.m.	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 publication and award procedures. <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>	
<a href="#">SB 225 Caballero</a> D Community Anti-Displacement and	8/20/2024-A. INACTIVE FILE 8/20/2024- Ordered to inactive file on request of Assembly	Current law, upon appropriation, authorizes the Department of Housing and Community Development to make either or both loans and grants to rehabilitate, capitalize operating subsidy reserves for, and extend the long-term affordability of department-funded housing projects that have an affordability restriction that has expired, that have an affordability restriction with a remaining term of less than 10 years, or are otherwise at risk for conversion, as provided. <ul style="list-style-type: none"> <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,</li> </ul>	

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Preservation Program: statewide contract.	Member Aguiar-Curry.	and attaching long-term affordability restrictions on the housing units, while safeguarding against the displacement of current residents. <ul style="list-style-type: none"> <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 eligible borrowers within its jurisdiction in accordance with the bill’s provisions and department regulations.</li> </ul>	
<a href="#">SB 251 Newman</a> D Candidates’ statements: false statements.	8/30/2024-A. INACTIVE FILE 8/30/2024- Ordered to inactive file on request of Assembly Member Aguiar-Curry.	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 295 Dodd</a> D Board of Pilot	8/29/2024-S. ENROLLMENT 8/29/2024- Assembly	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	

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Commissioner s: surcharge.	amendments concurrent in. (Ayes 38. Noes 0.) Ordered to engrossing and enrolling.	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.  • <b>This bill</b> would remove the prohibitions on expenditures above those specified limits, thereby making an appropriation.	
<a href="#">SB 393</a> <a href="#">Glazer</a> D  Civil actions: housing development projects.	8/30/2024-S. ENROLLMENT 8/30/2024- Assembly amendments concurrent in. (Ayes 40. Noes 0.) Ordered to engrossing and enrolling.	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, existing law requires the court to order the plaintiff to file an undertaking that may not exceed \$500,000 as security for the defendant’s	

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		<p>costs and damages.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the motion described above to be made on the grounds that the action is without merit and 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>	
<p><a href="#">SB 422</a> <a href="#">Portantino D</a> Unemployment compensation : motion picture industry: loan-out companies.</p>	<p>8/31/2024-S. ENROLLMENT 8/31/2024-Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 38. Noes 0.) Ordered to</p>	<p>Current law establishes the Employment Development Department, administered by the Director of Employment Development who is vested with certain duties relating to unemployment compensation. Current unemployment insurance law requires any employing unit that is a motion picture payroll services company, as defined, to be treated as an employer of a motion picture production worker, as defined, and to file a statement of intent with the Employment Development Department. Current law makes specified violations of unemployment insurance law a misdemeanor.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would specify that a loan-out company is the employer of its employee-owners or members who are engaged to provide services to a motion picture production company or to an allied motion picture services company for purposes of remitting employment taxes and related obligations, as specified.</li> <li>• <b>The bill</b> would prohibit a loan-out company or an individual whose services are provided by a loan-out company from being considered an employee of a motion picture payroll services company.</li> <li>• <b>The bill</b> would require a motion picture payroll services company to file a quarterly report with the Director of Employment Development relating to payments made to a loan-out company, as</li> </ul>	

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	engrossing and enrolling.	specified. <ul style="list-style-type: none"> <li>• <b>The bill</b> would define “loan-out company” for these purposes.</li> </ul>	
<a href="#">SB 532</a> <a href="#">Wiener</a> D  Parking payment zones.	8/29/2024-S. ENROLLMENT 8/29/2024-Assembly amendments concurred in. (Ayes 33. Noes 5.) Ordered to engrossing and enrolling.	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, 2033, in the City and County of San Francisco, City of Long Beach, and City of Santa Monica, 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> <li>• <b>The bill</b> would also authorize the local authority in the City and County of San Francisco, City of Long Beach, and City of Santa Monica to operate the above-described parking zones for 5 years following the date of creation, in each of the respective entities, of the first mobile device parking payment zone, or until January 1, 2033, whichever is sooner.</li> </ul>	
<a href="#">SB 537</a> <a href="#">Becker</a> D  City or County of Los Angeles: memorial to forcibly deported	8/30/2024-S. ENROLLMENT 8/30/2024-Assembly amendments concurred in. (Ayes 40. Noes 0.) Ordered to	Current law provides for various memorials and monuments on the grounds of the State Capitol. Current law requires the Department of General Services to maintain state buildings and grounds. Existing 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 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	

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Bill ID/Topic	Location	Summary	Position
Mexican Americans and Mexican immigrants.	engrossing and enrolling.	place in the City or County of Los Angeles. <ul style="list-style-type: none"> <li>• <b>This bill</b> would authorize a nonprofit organization representing Mexican Americans or Mexican immigrants to enter into negotiations 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 memorial to be located at an appropriate public place in the City or County of Los Angeles.</li> <li>• <b>The bill</b> would require the nonprofit organization to enter into negotiations with the Department of General Services and the state agency with jurisdiction over the state property where the memorial is proposed, where applicable, if the nonprofit organization proposes to locate the memorial on state property.</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 724</a> <a href="#">Glazer</a> D  Political	8/28/2023-A. APPR. 8/15/2024- August 15	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	

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Reform Act of 1974: communications.	hearing: Held in committee and under submission.	<p>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 disseminated, broadcast, or otherwise published within 150 days of an election, as specified.</li> </ul>	
<a href="#">SB 768 Caballero D</a> California Environmental Quality Act: Department of Housing and Community Development: vehicle miles traveled: study.	8/27/2024-S. ENROLLMENT 8/27/2024-Assembly amendments concurred in. (Ayes 34. Noes 4.) Ordered to engrossing and enrolling.	<p>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 purposes of the California Environmental Quality Act (CEQA), 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 Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency and makes the department responsible for administering various housing programs throughout the state.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the department, 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 of housing projects pursuant to CEQA.</li> <li>• <b>The bill</b> would require the study to include, among other things, an analysis of the differences in</li> </ul>	

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		<p>the availability and feasibility of mitigation measures to housing projects for vehicle miles traveled in rural, suburban, urban, and low vehicle miles traveled areas.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would repeal those provisions on January 1, 2029.</li> </ul>	
<p><a href="#">SB 827</a> <a href="#">Glazer D</a></p> <p>San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General.</p>	<p>8/30/2024-A. INACTIVE FILE 8/30/2024- Ordered to inactive file on request of Assembly Member Aguiar-Curry.</p>	<p>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, conducting, supervising, and coordinating audits and investigations relating to the district’s programs and operations. Current law provides that any investigatory file compiled by the BART Inspector General is an investigatory file compiled by a local law enforcement agency subject to disclosure pursuant to provisions of the California Public Records Act applicable to law enforcement records.</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 office from releasing certain types of records to the public, except under certain circumstances. Before conducting any investigatory interview with an employee represented by an employee organization, the bill would require the office to notify the employee of certain rights including the right to be represented at the interview by a representative of the employee organization and</li> </ul>	

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		would require the office to obtain a written waiver of that right of representation from the employee if the interview is conducted without a representative of the employee organization.	
<a href="#">SB 892</a> <a href="#">Padilla</a> D  Public contracts: automated decision systems: procurement standards.	8/31/2024-S. ENROLLMENT 8/31/2024-Assembly amendments concurred in. (Ayes 38. Noes 0.) Ordered to engrossing and enrolling.	Current law requires all contracts for the acquisition of information technology goods and services related to information technology projects, as defined, to be made by or under the supervision of the Department of Technology. Current law requires all other contracts for the acquisition of information technology goods or services to be made by or under the supervision of the Department of General Services. Under current law, both the Department of Technology and the Department of General Services are authorized to delegate their authority to another agency, as specified. The California Consumer Privacy Act of 2018 (CCPA) grants to a consumer various rights with respect to personal information, as defined, that is collected by a business, as defined, including the right to request that a business delete personal information about the consumer that the business has collected from the consumer. The California Privacy Rights Act of 2020, an initiative measure approved by the voters as Proposition 24 at the November 3, 2020, statewide general election, amended, added to, and reenacted the CCPA. The CCPA, as amended, establishes the California Privacy Protection Agency with full administrative power, authority, and jurisdiction to implement and enforce the CCPA.  • <b>This bill</b> would require the Department of Technology to develop and adopt regulations to create an automated decision system (ADS) procurement standard. To develop those regulations, the bill would require the department to consider principles and industry standards addressed in specified publications regarding AI risk management.	
<a href="#">SB 896</a> <a href="#">Dodd</a> D  Generative	8/28/2024-S. ENROLLMENT 8/28/2024-Assembly	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	

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Artificial Intelligence Accountability Act.	amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.	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.  • <b>This bill</b> , the Generative Artificial Intelligence Accountability Act, would, among other things, require the Department of Technology, under the guidance of the Government Operations Agency, the Office of Data and Innovation, and the Department of Human Resources, to update the report to the Governor, as required by Executive Order No. N-12-23, as prescribed.	
<a href="#">SB 917 Skinner</a> D  Budget Act of 2024.	1/10/2024-S. BUDGET & F.R. 1/10/2024- Introduced. Read first time. Referred to Com. on B. & F.R. To print.	Would make appropriations for the support of state government for the 2024–25 fiscal year.	
<a href="#">SB 936 Seyarto</a> R  Department of Transportation: study: state	8/28/2024-S. ENROLLMENT 8/28/2024- Assembly amendments concurred in. (Ayes 39. Noes	Would require the Department of Transportation to conduct a study to identify certain locations in the state highway system with regard to 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 the department to post the study on its internet website on or before January 1, 2026.	

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highway system: road safety projects.	0.) Ordered to engrossing and enrolling.		
<a href="#">SB 960</a> <a href="#">Wiener D</a> Transportation: planning: complete streets facilities: transit priority facilities.	8/29/2024-S. ENROLLMENT 8/29/2024-Assembly amendments concurred in. (Ayes 31. Noes 9.) Ordered to engrossing and enrolling.	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, including the state highway operation and protection program (SHOPP). Current law requires the department, in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the SHOPP. Current law requires the commission, in connection with the plan, to adopt targets and performance measures reflecting state transportation goals and objectives. Existing law requires the department to develop, in consultation with the commission, a plain language performance report to increase transparency and accountability of the SHOPP. <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the targets and performance measures adopted by the commission to include targets and performance measures reflecting state transportation goals and objectives for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit priority facilities on the state highway system.</li> <li>• <b>The bill</b> would require the department’s plain language performance report to include a description of complete streets facilities, including pedestrian, bicycle, and transit priority facilities on each project, as specified.</li> </ul>	
<a href="#">SB 961</a> <a href="#">Wiener D</a>	8/31/2024-S. ENROLLMENT 8/31/2024-Read	Would require, commencing with the 2030 model year, every passenger vehicle, motortruck, and bus manufactured, sold as new, or leased as new in the state to be equipped with a passive intelligent speed assistance system, as specified, that would utilize a brief, one-time, visual and	

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Vehicles: safety equipment.	third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 26. Noes 9.) Ordered to engrossing and enrolling.	audio signal to alert the driver each time the speed of the vehicle is more than 10 miles per hour over the speed limit. <ul style="list-style-type: none"> <li>• <b>The bill</b> would exempt emergency vehicles, certain motortrucks, motorcycles, motorized bicycles, mopeds, and certain passenger vehicles from this requirement.</li> <li>• <b>The bill</b> would require the system to be capable of being fully disabled, by the manufacturer or a franchisee, for emergency vehicles.</li> <li>• <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.</li> </ul>	
<a href="#">SB 983</a> <a href="#">Wahab</a> D  Energy: gasoline stations and alternative fuel infrastructure.	8/29/2024-S. ENROLLMENT 8/29/2024-Assembly amendments concurred in. (Ayes 35. Noes 0.) Ordered to	Current law vests the State Energy Resources Conservation and Development Commission with jurisdiction over various energy-related matters. <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the commission, upon appropriation by the Legislature, to form the Alternative Fuels Infrastructure Taskforce to conduct a study on retail gasoline fueling stations and alternative fuels infrastructure, as provided.</li> <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 information and recommendations.</li> </ul>	

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	engrossing and enrolling.		
<a href="#">SB 984</a> <a href="#">Wahab</a> D  Public agencies: project labor agreements.	8/29/2024-S. ENROLLMENT 8/29/2024-Assembly amendments concurred in. (Ayes 30. Noes 8.) Ordered to engrossing and enrolling.	Current law establishes procedures for state agencies to enter into contracts for goods and services, including generally requiring that certain contracts by a state agency, including, but not limited to, contracts for the construction, alteration, improvement, repair, or maintenance of property, be approved by the Department of General Services. Current law authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement, as 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 the Judicial Council and the California State University, by January 1, 2027, to identify and select a minimum of 3 major state construction projects that are required to be subject to the requirements of a project labor agreement, as specified, and would define various terms for these purposes.</li> <li>• <b>The bill</b> would require the Judicial Council and the California State University, on or before January 1, 2027, to each submit a report to the Legislature regarding the selection of projects, as specified.</li> </ul>	
<a href="#">SB 988</a> <a href="#">Wiener</a> D  Freelance Worker Protection Act.	8/28/2024-S. ENROLLMENT 8/28/2024-Assembly amendments concurred in. (Ayes 33. Noes 3.) Ordered to	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 a bona fide 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 party 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. <ul style="list-style-type: none"> <li>• <b>The bill</b> would require a contract between a hiring party and a freelance worker to be in writing</li> </ul>	

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	engrossing and enrolling.	<p>and would require a hiring party to retain a copy of the contract for no less than 4 years.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would prohibit a hiring party from discriminating or taking adverse action against a freelance worker for taking specified actions relating to the enforcement of these provisions.</li> <li>• <b>The bill</b> would authorize an aggrieved freelance worker or a public prosecutor to bring a civil action to enforce these provisions, as specified.</li> </ul>	
<p><a href="#">SB 1037</a> <a href="#">Wiener D</a></p> <p>Planning and zoning: housing element: enforcement.</p>	<p>8/31/2024-S. ENROLLMENT 8/31/2024-Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 23. Noes 9.) Ordered to engrossing and enrolling.</p>	<p>The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. The Planning and Zoning Law requires the Department of Housing and Community Development (HCD) to determine whether the housing element is in substantial compliance with specified provisions of that law. The Planning and Zoning Law requires HCD to notify a city, county, or city and county, and authorizes HCD to notify the office of the Attorney General, that the city, county, or city and county is in violation of state law if the local government has taken action in violation of specified provisions of law. The Planning and Zoning Law also requires, among other things, that an application for a housing development be subject to a specified streamlined, ministerial approval process if the development satisfies certain objective planning standards. The Planning and Zoning Law requires a city or county to bring its general plan into substantial compliance with provisions regulating general plans and specifies timelines under which the city or county is required to bring its zoning ordinance into consistency if the court finds in favor of a plaintiff in an action challenging the validity of a general plan, or any mandatory element thereof, as specified.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b>, in any action brought by the Attorney General or HCD 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</li> </ul>	

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		<p>\$50,000 per month, for each violation, as specified.</p> <ul style="list-style-type: none"> <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> <li>• <b>The bill</b> would require a court to modify certain of its prior orders, including an order directing a city or county to substantially comply with provisions regulating general plans and to bring its zoning ordinance into consistency, to impose, among other things, the maximum penalty specified in these provisions, as provided.</li> </ul>	
<p><a href="#">SB 1086</a> <a href="#">Sevarto</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 1098</a> <a href="#">Blakespear</a> D</p> <p>Passenger and freight rail:</p>	<p>8/28/2024-S. ENROLLMENT 8/28/2024-Assembly amendments</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.</p>	

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LOSSAN Rail Corridor.	concurring in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.	<p>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> <li>• <b>This bill</b> would also require the Secretary of Transportation, with technical and subject matter assistance from the Secretary for Environmental Protection and the Secretary of the Natural Resources Agency, to submit a report to the Legislature regarding the LOSSAN Rail Corridor that includes specified information no later than 2 years after an appropriation is made by the Legislature for purposes of this report.</li> </ul>	
<p><a href="#">SB 1111</a> <a href="#">Min D</a></p> <p>Public officers: contracts: financial interest.</p>	<p>8/27/2024-S. ENROLLED 8/27/2024-Enrolled and presented to the Governor at 2 p.m.</p>	<p>Current law prohibits Members of the Legislature, and state, county, district, judicial district, and city officers or employees from being financially interested in a contract, as specified, made by them in their official capacity or by any body or board of which they are members, subject to specified exceptions. Current law identifies certain remote interests that are not subject to this prohibition if, among other things, the member or officer discloses the fact of that interest to the body or board, including, among others, that of a parent in the earnings of the parent's minor child for personal services. Current law imposes a criminal penalty on every officer or person who willfully violates these provisions.</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>	

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<a href="#">SB 1134</a> <a href="#">Caballero</a> D  Surplus land.	8/20/2024-A. INACTIVE FILE 8/20/2024-Read second time. Ordered to third reading. Ordered to inactive file on request of Assembly Member Aguiar- Curry.	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. 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.  • <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 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 1138</a> <a href="#">Newman</a> D  Pupil attendance: excused absences: military entrance processing.	8/28/2024-S. ENROLLMENT 8/28/2024- Assembly amendments concurrent in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.	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.  • <b>This bill</b> would add a pupil’s participation in military entrance processing to the list of excused absences. To the extent the bill would impose additional duties on school officials, the bill would impose a state-mandated local program.	
<a href="#">SB 1140</a> <a href="#">Caballero</a> D	8/23/2024-S. ENROLLED	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	

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Enhanced infrastructure financing district.	8/23/2024- Enrolled and presented to the Governor at 2 p.m.	<p>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 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> </ul>	
<a href="#">SB 1155</a> <a href="#">Hurtado</a> D Political	8/31/2024-S. ENROLLMENT 8/31/2024- Assembly	<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</li> </ul>	

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Reform Act of 1974: postgovernment employment restrictions.	amendments concurred in. (Ayes 40. Noes 0.) Ordered to engrossing and enrolling.	administrative agency from acting as an agent or attorney for any other person by making an appearance before, or making an oral or written communication to, a state administrative agency or the Legislature if the appearance or communication is made for compensation and for the purpose of influencing legislative or administrative action.	
<a href="#">SB 1162</a> <a href="#">Cortese D</a>  Public contracts: employment compliance reports: apprenticeship programs.	8/31/2024-S. ENROLLMENT 8/31/2024-Read second time. Ordered to third reading. Assembly Rule 63 suspended. Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Assembly amendments	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 report on a monthly basis demonstrating its compliance with these requirements. Current law defines “skilled and trained workforce” for purposes of these provisions to mean that at least 60% of the skilled journeypersons employed to perform work on the contract or project by every contractor and each of its subcontractors at every tier are graduates of an apprenticeship program for the applicable occupation, except for specified occupations.  • <b>This bill</b> would require the monthly compliance report to include the full name of, and identify the apprenticeship program name, location, and graduation date of, all workers relied upon to satisfy the apprenticeship graduation percentage requirement.	

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	concurring in. (Ayes 30. Noes 8.) Ordered to engrossing and enrolling.		
<a href="#">SB 1204 Archuleta</a> D  Planning and Zoning Law: electric vehicle charging stations.	2/15/2024-S. RLS. 2/29/2024- Referred to Com. on RLS.	Existing law, the Planning and Zoning Law, with regard to zoning regulations, requires every city, county, and city and county to administratively approve an application to install electric vehicle charging stations and, until January 1, 2030, hydrogen-fueling stations that meet certain requirements, through the issuance of a building permit or similar nondiscretionary permit, as prescribed.  • <b>This bill</b> would make nonsubstantive changes to those provisions.	
<a href="#">SB 1207 Dahle</a> R  Buy Clean California Act: eligible materials.	8/28/2024-S. ENROLLMENT 8/28/2024- Assembly amendments concurring in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.	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.  • <b>This bill</b> would revise the definition of “eligible materials” to delete mineral wool board	

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		insulation and additionally include insulation, and would make various nonsubstantive changes to the definition provisions of the act.	
<a href="#">SB 1216</a> <a href="#">Blakespear</a> D  Transportation projects: Class III bikeways: prohibition.	8/29/2024-S. ENROLLMENT 8/29/2024- Assembly amendments concurrent in. (Ayes 31. Noes 8.) Ordered to engrossing and enrolling.	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. <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 a new sharrow on a highway that has a posted speed limit greater than 30 miles per hour, except as specified.</li> </ul>	
<a href="#">SB 1221</a> <a href="#">Min</a> D  Gas corporations: ceasing service: priority neighborhood decarbonization zones.	8/31/2024-S. ENROLLMENT 8/31/2024-Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Assembly	Current law vests the Public Utilities Commission with regulatory authority over public utilities, including gas corporations. Current law requires every public utility to furnish and maintain adequate, efficient, just and reasonable service, instrumentalities, equipment, and facilities as are necessary to promote the safety, health, comfort, and convenience of its patrons, employees, and the public. <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> </ul>	

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	amendments concurred in. (Ayes 30. Noes 8.) Ordered to engrossing and enrolling.	<ul style="list-style-type: none"> <li>• <b>The bill</b> would require the commission, on or before July 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 prohibit the commission from establishing pilot projects on or after January 1, 2030.</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 defined, and 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.</li> </ul>	
<a href="#">SB 1271</a> <a href="#">Min D</a>  Electric bicycles, powered mobility devices, and storage batteries.	8/29/2024-S. ENROLLMENT 8/29/2024-Assembly amendments concurred in. (Ayes 38. Noes 0.) Ordered to engrossing and enrolling.	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. <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 that does not exceed 750 watts of power.</li> <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, except as specified, nor providing assistance to reach speeds greater than 20 miles per hour and the motor on a class 3 electric bicycle is not capable of exclusively propelling the bicycle, except as specified.</li> </ul>	

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		<ul style="list-style-type: none"> <li>• <b>The bill</b> would prohibit specified vehicles from being advertised, sold, offered for sale, or labeled as electric bicycles, as specified. Because the bill would impose new requirements for electric bicycles, the violation of which would be a crime, the bill would impose a state-mandated local program.</li> </ul>	
<a href="#">SB 1297</a> <a href="#">Allen D</a>  The City of Malibu’s speed safety system pilot program.	8/30/2024-S. ENROLLMENT 8/30/2024-In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 35. Noes 4.) Ordered to engrossing and enrolling.	Current law authorizes, until January 1, 2032, the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco to establish a speed safety system pilot program if the system meets specified requirements. Existing law requires a participating city or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and requires the participating city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized. Current law requires a participating city or city and county to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. <ul style="list-style-type: none"> <li>• <b>This bill</b> would authorize, until January 1, 2032, the City of Malibu to establish a similar program for speed enforcement that utilizes up to 5 speed safety systems on the Pacific Coast Highway.</li> </ul>	Support
<a href="#">SB 1303</a> <a href="#">Caballero D</a>  Public works.	8/31/2024-S. ENROLLMENT 8/31/2024-Read third time. Passed. Ordered	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	

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	to the Senate. In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 32. Noes 7.) Ordered to engrossing and enrolling.	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. <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 confer with the negotiating parties to review relevant public works law, and would prohibit the entity from withholding an amount that exceeds the alleged underpayments and penalty assessments.</li> <li>• <b>The bill</b> would require a private labor compliance entity seeking to withhold funds to provide a venue for a public works contractor or subcontractor to review and respond to evidence of alleged violations, as specified.</li> </ul>	

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**FEDERAL LEGISLATION**

<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>STATUS</b>
<p><b>H.R. 2848</b> Rep. Ayanna Pressley (D - MA)</p>	<p><b>FREEDOM TO MOVE ACT</b></p> <p>A bill to direct the Secretary of Transportation to carry out a grant program to support efforts to provide fare-free transit service, and for other purposes.</p>	<p>4/25/23 – Re-introduced in the House</p> <p>4/15/21 – Re-introduced in the House and Senate</p> <p>8/27/20 - Board adopts a support position</p>
<p><b>H. R. 2617</b></p>	<p><b>OMNIBUS SPENDING BILL FEDERAL FISCAL YEAR 2023</b></p> <p>H.R. 2617 – which was signed into law by President Biden late last year - is a \$1.7 trillion omnibus spending package that funds the Federal Government for the balance of Federal Fiscal Year 2023 (September 30, 2023). The massive spending bill includes robust funding for the U.S. Department of Transportation and provides funding for transportation earmarks which were reintroduced by Congress several years ago. Importantly for our agency, the bill includes full funding for several federal transportation programs - consistent with the Bipartisan Infrastructure Law signed by President Biden in November of 2021. The bill includes over \$4 billion for the Capital Investment Grant Program (including advanced appropriations), which will allow the Federal Transit Administration to fund our projects with Full Funding Grant Agreements. With respect to earmarks, the bill includes \$10 million for the West Santa Ana Branch Transit Corridor Project, \$5 million for the Pasadena</p>	<p>12/29/2022 – Signed into law by President Biden</p> <p>12/23/2022 – Adopted by the House</p> <p>12/22/2022 – Adopted by the Senate</p>

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	to North Hollywood BRT Project, \$4 million for the Rail to River Project, \$2.5 million for the SEED School/Transit Plaza, and \$2 million for the Vermont Transit Corridor Project.	
<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></p> <p><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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