

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
October 2022
Metro Government Relations**

STATE LEGISLATION

| Bill ID/Topic | Location | Summary | Position |
|------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| <p>AB 1604 Holden D</p> <p>Civil service: the Upward Mobility Act of 2022.</p> | <p>9/13/2022- A. CHAPTERED 9/13/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 313, Statutes of 2022.</p> | <p>The Constitution requires the executive officer of the State Personnel Board (board) to administer the civil service statutes under the rules of the board. Under current law, the board is authorized to conduct audits and investigations of the personnel practices of the Department of Human Resources and appointing authorities to ensure compliance with civil service policies, procedures, and statutes. Current law exempts regulations of the board from the Administrative Procedure Act, except as specified. Current law establishes the Department of Human Resources and provides that, subject to the requirements of the California Constitution, it succeeds to and is vested with the duties, purposes, responsibilities, and jurisdiction exercised by the board as its designee with respect to the board’s administrative and ministerial functions.</p> <ul style="list-style-type: none"> - This bill, among other things, would require the board to post notices of proposed changes to regulations for public comment. - The bill would require the Department of Human Resources and the board to enter into a memorandum of understanding to determine areas of compliance for nonmerit-related audits and to train board staff on the areas of compliance. | |
| <p>AB 1616 Petrie-Norris D</p> <p>Economic relief: California Emergency Relief Fund.</p> | <p>8/31/2022- A. DEAD 8/31/2022- Failed Deadline pursuant to Rule 61(b)(18). (Last location was RLS. on 4/21/2022)</p> | <p>Current law transferred \$150,000,000 from the General Fund to the California Emergency Relief Fund for purposes relating to the COVID-19 emergency proclaimed by the Governor on March 4, 2020. Existing law authorizes the Controller to make a one-time payment to qualified recipients in a form and manner determined by the Franchise Tax Board.</p> <ul style="list-style-type: none"> - This bill would require the Controller to issue one-time cost-of-living payments of specified amounts to qualified recipients, as defined, from the California Emergency Relief Fund. - The bill would transfer, from the General Fund to the California Emergency Relief Fund, the amount necessary for the Controller to issue these one-time payments, and would appropriate that amount from the California Emergency Relief Fund to the Controller for that purpose. - The bill would require the Controller to issue the payments by June 15, 2023, to the extent practicable. | |
| <p>AB 1626 Nguyen R</p> <p>Motor Vehicle Fuel Tax Law:</p> | <p>8/31/2022- A. DEAD 8/31/2022- Failed Deadline pursuant to</p> | <p>Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified.</p> | |

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| limitation on adjustment. | Rule 61(b)(18). (Last location was PRINT on 1/10/2022) | - This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. - This bill contains other related provisions. | |
| AB 1634 Boerner Horvath D Employment: clean economy: the Office of Just Transition. | 5/6/2022- A. DEAD 5/6/2022-Failed Deadline pursuant to Rule 61(b)(6). (Last location was A. PRINT on 1/12/2022) | Would express the intent of the Legislature to enact subsequent legislation to create the Office of Just Transition in the Labor and Workforce Development Agency to help communities and workers transition to carbon neutrality jobs that build a robust clean economy in which all Californians prosper. | |
| AB 1638 Kiley R Motor Vehicle Fuel Tax Law: suspension of tax. | 8/31/2022- A. DEAD 8/31/2022- Failed Deadline pursuant to Rule 61(b)(18). (Last location was APPR. on 4/4/2022) | Would suspend the imposition of the tax on motor vehicle fuels for 6 months. - The bill would direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. | |
| AB 1640 Ward D Office of | 8/12/2022- S. DEAD 8/12/2022- Failed Deadline | Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the Office of Planning and Research to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. - This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as | |

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| Planning and Research: regional climate networks: regional climate adaptation and resilience action plans. | pursuant to Rule 61(b)(15). (Last location was APPR. SUSPENSE FILE on 8/2/2022) | defined. - The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks. - The bill would authorize a regional climate network to engage in activities to address climate change, as specified. | |
| AB 1644 Flora R Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021. | 8/29/2022- A. CHAPTERED 8/29/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 202, Statutes of 2022. | Current law, beginning in the 2022–23 fiscal year through the 2028–29 fiscal year, continuously appropriates \$200,000,000 from the fund to the Department of Forestry and Fire Protection for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects. The California Jobs Plan Act of 2021 (the act) requires the State Air Resources Board to work with the Labor and Workforce Development Agency to update, on or before July 1, 2025, Greenhouse Gas Reduction Fund funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as provided. Current law exempts from these standards applicants for certain types of projects. - This bill would exempt from these standards applicants for projects for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects. - The bill would also provide that the act is not intended to weaken preexisting legal protections for workers by excusing compliance with any requirements that would apply in the absence of the act. | |
| AB 1661 Davies R Human trafficking: notice. | 7/19/2022- A. CHAPTERED 7/19/2022- Approved by the Governor. Chaptered by | Current law requires specified businesses and other establishments, including, among others, airports, intercity passenger rail or light rail stations, bus stations, and truck stops, to post a notice, as developed by the Department of Justice, that contains information relating to slavery and human trafficking, including information regarding specified nonprofit organizations that a person can call for services or support in the elimination of slavery and human trafficking. Current law makes a business or establishment that fails to comply with the requirements of these provisions liable for a civil penalty of \$500 for a first offense, and \$1,000 for each subsequent offense. | |

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| | Secretary of State - Chapter 106, Statutes of 2022. | - This bill would additionally require that notice to be posted by barbering and cosmetology businesses, as described. | |
| AB 1676 Grayson D Pipeline safety: carbon dioxide. | 4/29/2022- A. DEAD 4/29/2022- Failed Deadline pursuant to Rule 61(b)(5). (Last location was NAT. RES. on 4/6/2022) | Under the Elder California Pipeline Safety Act of 1981, the State Fire Marshal exercises safety regulatory jurisdiction over intrastate pipelines used for the transportation of hazardous or highly volatile liquid substances. The act imposes various requirements in relation to the regulation of these intrastate pipelines and requires the State Fire Marshal to adopt regulations, not later than June 30, 1991, that establish procedures for maintaining, testing, and inspecting mainline valves and check valves on intrastate hazardous liquid pipelines. A person who willfully and knowingly violates the act or a regulation issued pursuant to the act is, upon conviction, subject to a fine, imprisonment, or both a fine and imprisonment, as provided. - This bill would expand the regulation of intrastate pipelines under the act to intrastate pipelines used for the transportation of carbon dioxide, as defined, including by revising the definition of "pipeline" for purposes of the act to also include intrastate pipelines used for the transportation of carbon dioxide. - The bill would exempt from the act intrastate gas pipelines regulated by the Public Utilities Commission. | |
| AB 1678 Fong R Department of Food and Agriculture: Blue Ribbon Commission on Port Congestion and Supply | 8/31/2022- A. DEAD 8/31/2022- Failed Deadline pursuant to Rule 61(b)(18). (Last location was APPR. SUSPENSE FILE on 4/27/2022) | Current law requires the Department of Food and Agriculture to promote and protect the agricultural industry of the state. - This bill would require the department to establish and convene the Blue Ribbon Commission on Port Congestion and Supply Chain Deficiencies, with the Secretary of Food and Agriculture to serve as the chair and to appoint the other members of the commission. - The bill would require the commission to recommend changes needed in the immediate and long-term future to mitigate the negative impacts of port congestion and supply chain deficiencies on agricultural commodities. - The bill would require the commission to submit, on or before January 1, 2023, a report to the Legislature documenting its recommendations. | |

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| Chain Deficiencies. | | | |
| AB 1679 Fong R Governor's Office of Business and Economic Development: California Business Investment Services Program: Supply Chain Senior Advisor. | 5/20/2022- A. DEAD 5/20/2022- Failed Deadline pursuant to Rule 61(b)(8). (Last location was A. APPR. SUSPENSE FILE on 5/4/2022) | The Economic Revitalization Act, establishes the Governor's Office of Business and Economic Development, known as "GO-Biz," under the authority of a director appointed by the Governor, within the Governor's office, to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. - This bill would require the director to appoint a Supply Chain Senior Advisor within the office to be the principal advocate in the state for the interests of business and industry related to supply chain development and operation and to advise the director on legislation, administrative regulations, and other issues affecting the state's supply chain. | |
| AB 1680 Lee D Transportation: San Francisco Bay Area Rapid Transit District: policing responsibilities. | 9/6/2022- A. CHAPTERED 9/6/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter | Current law creates the San Francisco Bay Area Rapid Transit District (BART). Existing law authorizes BART to acquire, construct, own, operate, control, or use rights-of-way, rail lines, bus lines, stations, platforms, switches, yards, terminals, parking lots, and any and all other facilities necessary or convenient for rapid transit service, as specified. - This bill would amend the above-described provision of SB 357 to instead incorporate the changes to Section 99171 of the Public Utilities Code made by AB 1337 if SB 357 and AB 1337 are enacted and become effective on or before January 1, 2023, rather than January 1, 2022, thereby preserving the changes AB 1337 made to Section 99171 of the Public Utilities Code that would otherwise be deleted by SB 357. - This bill contains other related provisions and other existing laws. | |

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| | 252, Statutes of 2022. | | |
| AB 1685 Bryan D Vehicles: parking violations. | 9/29/2022- A. VETOED 9/29/2022- Vetoed by Governor. | Current law requires a processing agency to offer a payment plan for unpaid parking citations to qualified indigent persons. - This bill would require a processing agency, if it seeks to collect an unpaid parking penalty by requesting the Department of Motor Vehicles to place a registration hold on the vehicle, to forgive at least \$1,500 in parking fines and fees annually for a qualified homeless person, provide certain information regarding the parking citation forgiveness program, including on its internet website, and collect and have readily available specified information. | |
| AB 1711 Seyarto R Privacy: breach. | 9/23/2022- A. VETOED 9/23/2022- Vetoed by Governor. | Current law requires an agency or a person or business that conducts business in California that owns or licenses computerized data that includes personal information to disclose a breach of security of the system following discovery or notification of the breach in the security data to certain residents of California, as specified. - This bill would require an agency to post a notice on the agency's internet website when a person or business operating a system on behalf of the agency is required to issue a security breach notification for that system pursuant to the above-described provisions, as specified. | |
| AB 1721 Rodriguez D Seismic retrofitting: soft story multifamily housing. | 7/5/2022- S. DEAD 7/5/2022-Failed Deadline pursuant to Rule 61(b)(14). (Last location was S. G.O. on 6/8/2022) | Would establish the Seismic Retrofitting Program for Soft Story Multifamily Housing for the purposes of providing financial assistance to owners of soft story multifamily housing for seismic retrofitting to protect individuals living in multifamily housing that have been determined to be at risk of collapse in earthquakes, as specified. - The bill would also establish the Seismic Retrofitting Program for Soft Story Multifamily Housing Fund, and its subsidiary account, the Seismic Retrofitting Account, within the State Treasury. Moneys in the fund would be available, upon appropriation by the Legislature, to the California Earthquake Authority for the purposes of distributing funds pursuant to the program. - The bill would require the Controller, upon appropriation, to transfer \$400,000,000 annually to the fund. - The bill would require OES and CEA to enter into or use a joint powers agreement to develop and administer the program, as specified. - The bill would require OES and CEA to submit a specified report to the Legislature by July 1, 2042, regarding the | |

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| | | implementation of the program. - The bill would make these provisions inoperative on July 1, 2042, and would repeal them as of January 1, 2043. | |
| AB 1751 Daly D Workers' compensation: COVID-19: critical workers. | 9/29/2022- A. CHAPTERED 9/29/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 758, Statutes of 2022. | Current law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee, as defined, for injuries sustained in the course of employment. Current law defines "injury" for an employee to include illness or death resulting from the 2019 novel coronavirus disease (COVID-19) under specified circumstances, until January 1, 2023. Current law creates a disputable presumption, as specified, that the injury arose out of and in the course of the employment and is compensable, for specified dates of injury. Current law requires an employee to exhaust their paid sick leave benefits and meet specified certification requirements before receiving any temporary disability benefits or, for police officers, firefighters, and other specified employees, a leave of absence. Current law also make a claim relating to a COVID-19 illness presumptively compensable, as described above, after 30 days or 45 days, rather than 90 days. Current law, until January 1, 2023, allows for a presumption of injury for all employees whose fellow employees at their place of employment experience specified levels of positive testing, and whose employer has 5 or more employees. - This bill would extend the above-described provisions relating to COVID-19 until January 1, 2024. - The bill would also expand the above-described provisions applicable to firefighters and police officers to include active firefighting members of a fire department at the State Department of State Hospitals, the State Department of Developmental Services, the Military Department, and the Department of Veterans Affairs and to officers of a state hospital under the jurisdiction of the State Department of State Hospitals and the State Department of Developmental Services. | |
| AB 1778 Garcia, Cristina D State transportation | 7/5/2022- S. DEAD 7/5/2022-Failed Deadline pursuant to Rule 61(b)(14). | Would require the Department of Transportation to consult the California Healthy Places Index, as defined, as a condition of using state funds or personnel time to fund or permit freeway projects, as provided. - The bill would require the department to analyze housing and environmental indicators through the index, as provided, and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in certain areas that fall within the zero to 40th percentile on the housing and environmental indicators analyzed through the index, as provided. | |

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| funding: freeway projects: poverty and pollution: Department of Transportation. | (Last location was S. TRANS. on 6/1/2022) | | |
| AB 1795 Fong R Open meetings: remote participation. | 4/29/2022- A. DEAD 4/29/2022- Failed Deadline pursuant to Rule 61(b)(5). (Last location was G.O. on 2/18/2022) | The Bagley-Keene Open Meeting Act, requires state bodies to allow all persons to attend meetings and provide an opportunity for the public to address the state body regarding any item included in its agenda, except as specified. - This bill would require state bodies, subject to existing exceptions, to provide all persons the ability to participate both in-person and remotely, as defined, in any meeting and to address the body remotely. | |
| AB 1814 Grayson D Transportation electrification: community choice aggregators. | 4/29/2022- A. DEAD 4/29/2022- Failed Deadline pursuant to Rule 61(b)(5). (Last location was U. & E. on 2/18/2022) | The California Constitution and the Public Utilities Act vest the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations. Current law requires the PUC, in consultation with the State Energy Resources Conservation and Development Commission and the State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, achieve the goals set forth in the Charge Ahead California Initiative, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. Current law requires that those programs proposed by electrical corporations seek to minimize overall costs and maximize overall benefits. - The bill would prohibit the programs and investments proposed by community choice aggregators from deploying infrastructure in front of a meter. | |

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| AB 1833 Ward D San Diego Metropolitan Transit Development Board: North County Transit District: consolidated agency: public contracting. | 7/19/2022- A. CHAPTERED 7/19/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 110, Statutes of 2022. | The San Diego Regional Transportation Consolidation Act creates the consolidated agency, commonly known as the San Diego Association of Governments (SANDAG), through the consolidation of certain regional transportation planning, programming, and related functions in the County of San Diego from various agencies. Current law requires the San Diego Metropolitan Transit Development Board, North County Transit District, and consolidated agency to follow specified procedures when contracting for certain services, the acquisition or lease of materials, supplies, or equipment, architectural, landscape architectural, engineering, environmental, land surveying, or construction project management services. Current law requires those entities to follow different procedures when the amount of the contract exceeds specified thresholds. - This bill would increase those thresholds from \$100,000, or \$50,000 in certain instances, to \$150,000, and would make other clarifying changes, as specified. | |
| AB 1883 Quirk-Silva D Public restrooms. | 8/12/2022- S. DEAD 8/12/2022- Failed Deadline pursuant to Rule 61(b)(15). (Last location was APPR. SUSPENSE FILE on 8/2/2022) | Would require each local government, as defined, to complete an inventory of public restrooms owned and maintained by the local government, either directly or by contract, that are available to the general population in its jurisdiction. - The bill would require local governments to report their findings to the State Department of Public Health, which would be required to compile the information and to make the inventory available in a searchable database on its internet website, as specified. - The bill would require the database to be updated quarterly. - The bill would require the department to conduct educational outreach to the general public and homelessness service providers that the database is available on its internet website. - The bill would repeal its provisions on January 1, 2027. | |
| AB 1886 Cooper D | 8/31/2022- A. DEAD 8/31/2022- | Current law defines the term “public works” for purposes of requirements regarding the payment of prevailing wages to include construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. Current law makes a willful violation of laws relating to the payment of | |

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| Public works: definition. | Failed Deadline pursuant to Rule 61(b)(18). (Last location was CONCURRENCE on 8/30/2022) | prevailing wages on public works a misdemeanor. - This bill would expand the definition of “public works” to include street sweeping, as defined, maintenance performed for the routine cleaning of any publicly owned or publicly operated street, road, or highway done under contract and paid for in whole or in part out of public funds. By expanding the scope of a crime, the bill would impose a state-mandated local program. | |
| AB 1913 Bryan D Los Angeles Community College District: California Center for Climate Change Education. | 8/12/2022- S. DEAD 8/12/2022- Failed Deadline pursuant to Rule 61(b)(15). (Last location was APPR. SUSPENSE FILE on 6/27/2022) | Would establish the California Center for Climate Change Education, as part of the Los Angeles Community College District, to be located at West Los Angeles College, to promote climate change education at the California Community Colleges and establish opportunities for students to engage in hands-on internships and other learning opportunities. - The bill would appropriate \$5,000,000 from the General Fund for the development and initial operations of the center. To the extent the bill would impose additional obligations on the Los Angeles Community College District, the bill would impose a state-mandated local program. | |
| AB 1919 Holden D Youth Transit Pass Pilot Program: free youth transit passes. | 9/13/2022- A. VETOED 9/13/2022- Vetoed by Governor. | Current law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. - The bill would authorize a transit agency to submit a grant application in partnership with one or more | Support |

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| | | <p>educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided.</p> <p>- The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency's bus and rail services without paying any additional fare or charge to submit an application without an educational institution partner, as provided.</p> | |
| <p>AB 1938 Friedman D</p> <p>Traffic safety: speed limits.</p> | <p>9/19/2022- A. CHAPTERED 9/18/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 406, Statutes of 2022.</p> | <p>Current law establishes various default speed limits for vehicles upon highways, as specified. Current law requires the Department of Transportation (Caltrans), by regulation, to require Caltrans or a local authority to round speed limits up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic.</p> <p>- This bill would, if the speed limit needs to be rounded down to the nearest 5 miles per hour increment of the 85th-percentile speed, authorize Caltrans or a local authority to lower the speed limit by 5 miles per hour from the nearest 5 miles per hour of the 85th percentile, as specified.</p> <p>- The bill would prohibit the total reduction in the speed limit from exceeding 12.4 miles per hour from the 85th-percentile speed and would authorize a local authority to retain the currently adopted speed limit without further reduction or restore the immediately prior adopted speed limit without further reduction.</p> | |
| <p>AB 1944 Lee D</p> <p>Local government: open and public meetings.</p> | <p>7/5/2022- S. DEAD 7/5/2022-Failed Deadline pursuant to Rule 61(b)(14). (Last location was S. GOV. & F. on 6/8/2022)</p> | <p>The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined.</p> | |

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| | | - This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely. | |
| AB 1949 Low D Employees: bereavement leave. | 9/29/2022- A. CHAPTERED 9/29/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 767, Statutes of 2022. | Would make it an unlawful employment practice for an employer to refuse to grant a request by an eligible employee to take up to 5 days of bereavement leave upon the death of a family member, as defined. - The bill would require that leave be completed within 3 months of the date of death. - The bill would require that leave be taken pursuant to any existing bereavement leave policy of the employer. Under the bill, in the absence of an existing policy, the bereavement leave may be unpaid. However, the bill would authorize an employee to use certain other leave balances otherwise available to the employee, including accrued and available paid sick leave. | |
| AB 1952 Gallagher R Infill Infrastructure Grant Program of 2019. | 4/29/2022- A. DEAD 4/29/2022- Failed Deadline pursuant to Rule 61(b)(5). (Last location was H. & C.D. on 2/18/2022) | Would exempt from the requirements of CEQA a project financed pursuant to the Infill Infrastructure Grant Program of 2019, and would make all legal actions, proceedings, and decisions undertaken or made pursuant to the program exempt from CEQA. - The bill would also make nonsubstantive changes to the program by renumbering a code section and updating erroneous cross-references. | |
| AB 1953 Maienschein D Drinking water: accessible water | 5/20/2022- A. DEAD 5/20/2022- Failed Deadline pursuant to | Would require, by January 1, 2025, the owner or operator of a transit hub, local park, public building, publicly owned building, shopping mall, or municipal golf course that has a water infrastructure source to install and maintain at least one, or maintain at least one existing, accessible water bottle refill station, as prescribed and except as specified. | |

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| bottle refill stations. | Rule 61(b)(8). (Last location was A. APPR. SUSPENSE FILE on 4/27/2022) | - The bill would also require those owners and operators that have a water bottle refill station that is not accessible to upgrade, by January 1, 2025, the water bottle refill station to an accessible water bottle refill station. | |
| AB 1975 Nazarian D Local government: bus shelters. | 5/20/2022- A. DEAD 5/20/2022- Failed Deadline pursuant to Rule 61(b)(8). (Last location was A. APPR. SUSPENSE FILE on 5/18/2022) | Would require each city, including a charter city, county, or city and county, to submit a report to the appropriate policy committees of the Legislature on or before January 1, 2024, and annually thereafter, that identifies the number of bus shelters within the local agency. By imposing additional duties on local agencies, the bill would impose a state-mandated local program. | |
| AB 1983 Fong R Department of General Services: best value procurement: vehicles and equipment. | 9/23/2022- A. VETOED 9/23/2022- Vetoed by Governor. | Former law, repealed as of January 1, 2022, authorized the Department of General Services to purchase and equip heavy mobile fleet vehicles and special equipment for use by the Department of Transportation by means of best value procurement, as defined, using specifications and criteria developed in consultation with the Department of Transportation. Former law established requirements for bid evaluation and protest procedures. Former law limited the total value of vehicles and equipment purchased through this best value procurement authorization to \$50,000,000 annually. Former law required the Department of General Services to prepare a prescribed evaluation with regard to this process, to be posted on the Department of Transportation’s internet website. - This bill would reenact those best value procurement provisions for heavy mobile fleet vehicles and special equipment, to be operative indefinitely. - The bill would omit the \$50,000,000 annual cap and the requirement for a prescribed evaluation as included in former law. | |

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| AB 1991 Gabriel D Motels and hotels: publicly funded shelter programs. | 9/28/2022- A. CHAPTERED 9/28/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 645, Statutes of 2022. | Would provide that the continued occupancy of a shelter program participant, as defined, in a motel or hotel does not constitute a new tenancy and is not considered a “person who hires” for purposes of an unlawful detainer action if the shelter program meets the core components of Housing First, as defined, and specified requirements related to termination policies and grievance processes. - The bill would define “shelter program participant” as an occupant of a motel or hotel, as defined, who participates in specified city-, county-, continuum of care-, state-, or federally funded shelter, interim housing, motel voucher, or emergency shelter programs. | |
| AB 1993 Wicks D Employment: COVID-19 vaccination requirements. | 4/29/2022- A. DEAD 4/29/2022- Failed Deadline pursuant to Rule 61(b)(5). (Last location was L. & E. on 2/10/2022) | Would require an employer to require each person who is an employee or independent contractor, and who is eligible to receive the COVID-19 vaccine, to show proof to the employer, or an authorized agent thereof, that the person has been vaccinated against COVID-19. - This bill would establish an exception from this vaccination requirement for a person who is ineligible to receive a COVID-19 vaccine due to a medical condition or disability or because of a sincerely held religious belief, as specified, and would require compliance with various other state and federal laws. - The bill would require proof-of-vaccination status to be obtained in a manner that complies with federal and state privacy laws and not be retained by the employer, unless the person authorizes the employer to retain proof. | |
| AB 2009 Valladares R California Travel and Tourism Commission. | 5/6/2022- A. DEAD 5/6/2022-Failed Deadline pursuant to Rule 61(b)(6). (Last location | The California Tourism Marketing Act requires the Office of Tourism to establish the California Travel and Tourism Commission, as a separate, independent California nonprofit mutual benefit corporation, for the purpose of promoting tourism in California, as specified. Current law creates a board of commissioners to direct the commission and imposes eligibility requirements on commissioners. Specifically, existing law requires commissioners to be professionally active in the tourism industry and have their primary business, trade, or profession be directly related to the tourism industry. Current law requires a commissioner to automatically cease to be a commissioner after 90 days if the commissioner ceases to meet those requirements and does not become | |

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| | was A. A.,E.,S.,T., & I.M. on 2/24/2022) | eligible again within the 90 days. - This bill would extend the period that the commissioner will serve as a commissioner upon ceasing to meet the eligibility criteria from 90 days to 95 days. | |
| AB 2019 Petrie-Norris D | 9/29/2022- A. CHAPTERED 9/29/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 730, Statutes of 2022. | Current law requires each state agency that significantly regulates or impacts small business to designate at least one person to serve as a small business liaison for the agency. Current law requires the small business liaison to be responsible for, among other things, receiving and responding to complaints received by the agency from small businesses and assisting in ensuring that the procurement and contracting processes of the entity are administered in order to meet or exceed the goal of 25% small business participation. - This bill would also require the small business liaison to develop an “economic equity first” action plan and policy for the agency to provide, among other things, direction, recommendations, and strategies as to how to ensure that small businesses, as specified, are effectively involved and benefiting from the agency’s procurement process. - The bill would require the action plan and policy to be adopted by January 1, 2024. | |
| AB 2039 Rivas, Luz D | 7/5/2022- S. DEAD 7/5/2022-Failed Deadline pursuant to Rule 61(b)(14). (Last location was S. TRANS. on 5/25/2022) | Would establish a pilot program to authorize the Los Angeles County Metropolitan Transportation Authority to use job order contracting as a procurement method. - The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. - The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. - The bill would establish various additional procedures and requirements for the use of job order contracting under this authorization. - The bill would require the authority, on or before January 1, 2027, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. These provisions would be repealed on January 1, 2028. | Sponsor |
| Los Angeles County Metropolitan Transportation Authority: job order contracting: pilot program. | | | |

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| AB 2057 Carrillo D Department of Transportation: goods movement data. | 9/22/2022- A. CHAPTERED 9/22/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 458, Statutes of 2022. | Current law establishes the Department of Transportation within the agency and, among other things, requires the department to gather data related to public contracts awarded by the department. Current law authorizes the establishment of harbor districts and port districts with specified powers, as provided. - This bill would require the department to create a web page on its internet website that contains links to existing registries and databases related to drayage trucks from certain sources. - The bill would require maritime ports with annual cargo volumes of greater than 1,000,000 20-foot equivalent units to anonymously survey trucking companies every 2 years on the number of drivers classified as independent contractors and the number of drivers classified as employee drivers, as specified, to post the survey data on their internet websites, and to transmit a link to the data collected to the department. | |
| AB 2061 Ting D Transportation electrification: electric vehicle charging infrastructure. | 9/16/2022- A. CHAPTERED 9/16/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 345, Statutes of 2022. | Under current law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities are under the direction of their governing boards. Current law requires the PUC, in consultation with the Energy Commission and the State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to, among other things, reduce dependence on petroleum and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. The PUC is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if certain requirements are met. - This bill would require the Energy Commission, in consultation with the PUC, to develop uptime recordkeeping and reporting standards for electric vehicle chargers and charging stations by January 1, 2024. - The bill would require that the uptime recordkeeping and reporting standards only apply to electric vehicle chargers and charging stations that received an incentive from a state agency or through a charge on ratepayers, apply for a minimum of 6 years, and apply to electric vehicle chargers and charging stations installed on or after January 1, 2024. - The bill would authorize the Energy Commission to consider additional reliability metrics, as specified, and | |

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| | | require the Energy Commission, in consultation with the PUC, to hold a public workshop to discuss and identify industry best practices and charger technology capabilities that are demonstrated to increase reliability. | |
| AB 2075 Ting D Energy: electric vehicle charging standards. | 9/16/2022- A. CHAPTERED 9/16/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 346, Statutes of 2022. | The California Building Standards Law provides for the adoption of building standards by state agencies by requiring all state agencies that adopt or propose adoption of any building standard to submit the building standard to the California Building Standards Commission for approval and adoption. Current law requires the California Building Standards Commission to adopt, approve, codify, and publish mandatory building standards for the installation of future electric vehicle charging infrastructure for parking spaces in multifamily dwellings and nonresidential development, as specified. Current law requires the California Building Standards Commission and the Department of Housing and Community Development, in proposing and adopting those mandatory building standards, to consult interested parties. - This bill would specify the State Energy Resources Conservation and Development Commission (Energy Commission) is an interested party that the California Building Standards Commission and the Department of Housing and Community Development are required to consult with in proposing and adopting those standards. | |
| AB 2076 Rivas, Luz D Extreme Heat and Community Resilience Program: Extreme Heat and Health Reporting System. | 8/12/2022- S. DEAD 8/12/2022- Failed Deadline pursuant to Rule 61(b)(15). (Last location was APPR. SUSPENSE FILE on 8/2/2022) | Would establish the Extreme Heat and Community Resilience Program in the office, to be administered by the Office of Planning and Research through the Integrated Climate Adaptation and Resiliency Program (ICARP), for the purpose of coordinating state efforts and supporting local and regional efforts to prevent or mitigate the impacts of, and reduce the public health risks of, heat. - The bill would require the office to coordinate with other state agencies to implement the program and update the Extreme Heat Action Plan. - The bill would require the Director of State Planning and Research to appoint a Chief Heat Officer to coordinate state activities and funding to address heat and oversee the implementation of the program. - The bill would require the advisory council to, among other things, advise and provide input to the office on actions to improve the effectiveness of the program. - The bill would require the office, when making appointments to the advisory council, to ensure that the advisory council is comprised of members with the necessary expertise to advise on the implementation of the program. Upon appropriation by the Legislature, the bill would require the office, as part of the program, to award grants | |

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| | | <p>and provide technical assistance to eligible entities, as defined, that support local and regional efforts to mitigate the impacts and reduce the public health risks of heat.</p> <ul style="list-style-type: none"> - The bill would require the office, in the awarding of grants, to prioritize projects that serve disadvantaged or vulnerable communities, as specified, that demonstrate participation in a regional climate collaborative program, or that are a component of a comprehensive heat action plan. | |
| <p>AB 2097 Friedman D</p> <p>Residential, commercial, or other development types: parking requirements.</p> | <p>9/22/2022- A. CHAPTERED 9/22/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 459, Statutes of 2022.</p> | <p>The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a land use element, and a conservation element. Current law also authorizes the legislative body of a city or a county to adopt ordinances establishing requirements for parking, and permits variances to be granted from the parking requirements of a zoning ordinance for nonresidential development if the variance will be an incentive to the development and the variance will facilitate access to the development by patrons of public transit facilities.</p> <ul style="list-style-type: none"> - This bill would prohibit a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project, as defined, that is located within 1/2 mile of public transit, as defined. - The bill, notwithstanding the above-described prohibition, would authorize a city, county, or city and county to impose or enforce minimum automobile parking requirements on a housing development project if the public agency makes written findings, within 30 days of the receipt of a completed application, that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact, supported by a preponderance of the evidence in the record, on the public agency's ability to meet its share of specified housing needs or existing residential or commercial parking within 1/2 mile of the housing development. | |
| <p>AB 2111 Bigelow R</p> | <p>5/6/2022- A. DEAD 5/6/2022-Failed Deadline</p> | <p>Current law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, and makes various legislative findings and declarations regarding the emission of air pollutants from motor vehicles.</p> <ul style="list-style-type: none"> - This bill would make a nonsubstantive change in the findings and declarations. | |

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| Motor vehicles: air pollution. | pursuant to Rule 61(b)(6). (Last location was A. PRINT on 2/14/2022) | | |
| AB 2120 Ward D Transportation finance: federal funding: bridges. | 5/20/2022- A. DEAD 5/20/2022- Failed Deadline pursuant to Rule 61(b)(8). (Last location was A. APPR. SUSPENSE FILE on 4/27/2022) | Under current law, the purpose of the Bridge Reconstruction and Replacement Act is to implement the federal Special Bridge Replacement Program in California. The act authorizes boards of supervisors, city councils, and the Department of Transportation to do all things necessary and proper to secure federal aid under that federal program. The act authorizes the department to allocate to counties and cities federal funds received for approved bridge reconstruction or replacement projects in accordance with procedures promulgated by the Director of Transportation, as specified. Current law requires the California Transportation Commission, in allocating funds, and the department, in expending funds, for bridge replacement projects, to follow federal design standards, except as specified. - This bill would instead provide that the purpose of the act is to implement the federal Highway Infrastructure Program. - The bill would authorize the above-described entities to do all things necessary and proper to secure federal funds instead under the federal Highway Infrastructure Program. | |
| AB 2192 Ramos D Automated license plate recognition systems: information sharing. | 4/29/2022- A. DEAD 4/29/2022- Failed Deadline pursuant to Rule 61(b)(5). (Last location was P. & C.P. on 4/5/2022) | Current law authorizes the Department of the California Highway Patrol to retain license plate data captured by license plate reader technology for not more than 60 days unless the data is being used as evidence or for the investigation of felonies, and to share that data with law enforcement agencies for specified purposes. With regard to information from automated license plate recognition (ALPR) systems, current law requires an ALPR operator and an ALPR end-user, as those terms are defined, to implement a usage and privacy policy, as specified, and maintain reasonable security procedures and practices. - This bill would additionally prohibit a public agency from selling, sharing, or transferring ALPR information to a law enforcement agency of the federal government or another state, unless the ALPR information is being sold, | |

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| | | shared, or transferred to locate a vehicle or person reasonably suspected of being involved in the commission of a public offense, and only as otherwise permitted by law. | |
| AB 2197 Mullin D Caltrain electrification project: funding. | 8/31/2022- A. DEAD 8/31/2022- Failed Deadline pursuant to Rule 61(b)(18). (Last location was TRANS. on 2/24/2022) | Would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project. | |
| AB 2206 Lee D Nonattainment basins: employee parking: parking cash-out program. | 9/30/2022- A. CHAPTERED 9/30/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 866, Statutes of 2022. | Current law requires, in any air basin designated as nonattainment for certain air quality standards, an employer, defined as an employer of 50 persons or more that provides a parking subsidy to employees, to also offer a parking cash-out program. Current law defines “parking cash-out program” as an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. Current law defines a “parking subsidy” as the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space. - This bill would revise the definitions of “employer,” “parking cash-out program,” and “parking subsidy.” | |
| AB 2219 Smith R State Air Resources | 4/29/2022- A. DEAD 4/29/2022- Failed Deadline pursuant to | Current law provides that the State Air Resources Board shall consist of 14 voting members, 12 of whom shall be appointed by the Governor, with the consent of the Senate, one of whom shall be appointed by the Senate Committee on Rules, and one of whom shall be appointed by the Speaker of the Assembly. Current law requires the Senate Committee on Rules and the Speaker of the Assembly to each appoint one member to the state board who shall be a person who works directly with communities in the state that are most significantly burdened by, | |

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| Board: members. | Rule 61(b)(5). (Last location was NAT. RES. on 2/24/2022) | and vulnerable to, high levels of pollution. - This bill would require, on and after January 1, 2025, the member appointed by the Senate Committee on Rules to also be a person who represents a small business that employs fewer than 50 full-time employees. | |
| AB 2237 Friedman D Transportation planning: regional transportation improvement plan: sustainable communities strategies: alternative planning strategy: state transportation funding. | 7/5/2022- S. DEAD 7/5/2022-Failed Deadline pursuant to Rule 61(b)(14). (Last location was S. TRANS. on 6/16/2022) | Current law requires each regional transportation planning agency or county transportation commission to biennially adopt and submit to the California Transportation Commission and the Department of Transportation a 5-year regional transportation improvement program that includes, among other things, regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the state transportation improvement program. - This bill would require that those projects and programs included in each regional transportation improvement program also be consistent with the most recently prepared sustainable communities strategy of the regional transportation planning agency or county transportation commission, or, if applicable, the alternative planning strategy, and state and federal air quality standards. - The bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy of the applicable regional transportation planning agency or county transportation commission or, if applicable, the alternative planning strategy. | |
| AB 2264 Bloom D Pedestrian crossing signals. | 9/23/2022- A. CHAPTERED 9/23/2022- Approved by the Governor. | Would require a traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, and to include the installation, activation, and maintenance of an accessible pedestrian signal and detector, upon the first placement or replacement of a state-owned or operated traffic-actuated signal. - The bill would also require an existing state-owned or operated traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian | |

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| | Chaptered by Secretary of State - Chapter 496, Statutes of 2022. | interval when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the signal is in a residential, business, or business activity district, a safety corridor, a school zone, or an area with a high concentration of pedestrians and cyclists, as specified. These requirements would not apply when prohibited by the California Manual on Uniform Traffic Control Devices. - The bill would, for these purposes, define a "leading pedestrian interval" as an official traffic control signal that advances the "WALK" signal for 3 to 7 seconds while the red signal halting traffic continues to be displayed on parallel through or turning traffic, and define "accessible pedestrian signal and detector" as an integrated device that communicates information about the "WALK" and "DON'T WALK" intervals at signalized intersections in nonvisual formats, including audible tones, speech messages, and vibrotactile surfaces, to pedestrians who are blind or have low vision. T | |
| AB 2270 Seyarto R | 9/23/2022- A. CHAPTERED 9/23/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 497, Statutes of 2022. | Current law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including that the vehicle displays public agency identification and is being driven while responding to, or returning from, an urgent or emergency call. Under current law, an authorized emergency vehicle returning from being driven under those specified conditions is not exempt from a requirement to pay a toll or other charge imposed while traveling on a HOT lane. Current law does not prohibit the owner or operator of a toll facility and a local emergency service provider from entering into an agreement for the use of the toll facility. - This bill would require the owner or operator of a toll facility, upon the request of the local emergency service provider, to enter into an agreement for the use of a toll facility. | |
| AB 2271 Gipson D | 9/22/2022- A. CHAPTERED 9/22/2022- Approved by the Governor. Chaptered by | Current law creates the Los Angeles County Metropolitan Transportation Authority (LA Metro), with various powers and duties with respect to transportation planning, programming, construction, and operations. Current law authorizes LA Metro to provide for a small business preference of 5% of the lowest responsible bidder meeting specifications, with respect to contracts in construction, the construction component of a design-build team, the procurement of goods, or the delivery of services. Current law also authorizes LA Metro to set aside work for competition, until January 1, 2024, (1) among certified small business enterprises and award each | Sponsor |

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| Transportation Authority: contracting: local businesses. | Secretary of State - Chapter 460, Statutes of 2022. | contract to the certified small business enterprise that is the lowest responsible bidder whenever the expected expenditure required exceeds \$5,000 but is less than \$3,000,000, as specified, and (2) among medium business enterprises for no more than 20 contracts and award each contract to the medium business enterprise that is the lowest responsible bidder whenever the expected expenditure required exceeds \$3,000,000 but is less than \$30,000,000, as provided. Current law defines a small business enterprise and medium business enterprise for these purposes. - This bill would authorize LA Metro to also provide for a local small business enterprise preference of 5% of the lowest responsible bidder meeting specifications, with respect to contracts in construction, the construction component of a design-build team, the procurement of goods, or the delivery of services, and to provide the preference to nonlocal businesses if the bid includes a 30% participation by local small business enterprises. - The bill would define a local small business enterprise for these purposes. | |
| AB 2336 Friedman D Vehicles: Speed Safety System Pilot Program. | 5/20/2022- A. DEAD 5/20/2022- Failed Deadline pursuant to Rule 61(b)(8). (Last location was A. APPR. SUSPENSE FILE on 5/11/2022) | Would authorize, until January 1, 2028, the Cities of Los Angeles, Oakland, San Jose, Glendale, and Palm Springs, and the City and County of San Francisco, to establish the Speed Safety System Pilot Program if the system meets specified requirements. - The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized. - The bill would require the participating cities 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. - The bill would require the participating cities or city and county to develop uniform guidelines for, among other things, the processing and storage of confidential information. | |
| AB 2344 Friedman D | 9/30/2022- A. CHAPTERED 9/30/2022- | Would require Caltrans, in consultation with the Department of Fish and Wildlife (DFW) and other appropriate agencies, to establish an inventory of connectivity needs on the state highway system where the implementation of wildlife passage features could reduce wildlife-vehicle collisions or enhance wildlife connectivity, as specified. | |

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| Wildlife connectivity: transportation projects. | Approved by the Governor. Chaptered by Secretary of State - Chapter 964, Statutes of 2022. | - The bill would require Caltrans, no later than July 1, 2024, to develop and publish the inventory and a list of funded transportation projects with wildlife passage features that address wildlife connectivity needs and would require Caltrans to update the inventory and the project list at least once every 2 years. | |
| AB 2347 Carrillo D Streets and highways: liability for property damage. | 5/6/2022- A. DEAD 5/6/2022-Failed Deadline pursuant to Rule 61(b)(6). (Last location was A. PRINT on 2/16/2022) | Current law makes a person who willfully or negligently damages a street or highway, or its appurtenances, including, but not limited to, guardrails, signs, traffic signals, snow poles, and similar facilities, liable for the reasonable cost of the repair or replacement thereof. - This bill would make technical, nonsubstantive changes to that provision. | |
| AB 2357 Ting D Surplus land. | 7/5/2022- S. DEAD 7/5/2022-Failed Deadline pursuant to Rule 61(b)(14). (Last location was S. GOV. & F. on 6/1/2022) | Current law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under current law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. - This bill would also require the department to maintain on its internet website a listing of all entities, including housing sponsors, that have notified the department of their interest in surplus land for the purpose of developing low- and moderate-income housing. | |

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| AB 2392 Irwin D Information privacy: connected devices: labeling. | 9/29/2022- A. CHAPTERED 9/29/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 785, Statutes of 2022. | Current law requires a manufacturer of a connected device to equip the device with a reasonable security feature or features that are appropriate to the nature and function of the device, appropriate to the information it may collect, contain, or transmit, and designed to protect the device and information contained in the device from unauthorized access, destruction, use, modification, or disclosure. - This bill would provide that a manufacturer of a connected device may elect to satisfy the above-described provisions by ensuring the connected device meets or exceeds the baseline product criteria of a labeling scheme that conforms to specified guidance published by the National Institute of Standards and Technology (NIST) for consumer Internet of Things (IoT) products, satisfies a conformity assessment as described by a NIST conforming labeling scheme, as specified, and bears the binary label as described by a NIST conforming labeling scheme. | |
| AB 2410 Chen R Local educational agencies: home-to-school transportation. | 4/29/2022- A. DEAD 4/29/2022- Failed Deadline pursuant to Rule 61(b)(5). (Last location was ED. on 3/3/2022) | Would prohibit a school district, county office of education, or charter school from contracting with a provider of home-to-school transportation, as defined, or making payments to a contractor for home-to-school transportation services, unless the contractor, and any subcontractors, are properly insured and licensed to provide home-to-school transportation services and the contractor certifies that each driver who will perform home-to-school transportation meets certain requirements, as provided. - The bill would also impose requirements for those vehicles used by contractors for home-to-school transportation, as provided. - The bill would apply these provisions only to contracts entered into or renewed after January 1, 2023. - The bill would grant the State Department of Education sole regulatory authority to enforce those provisions and would require the department to conduct an investigation every 2 years of both home-to-school transportation contractors and local educational agencies, as provided. | |
| AB 2419 Bryan D Environmental justice: federal | 8/12/2022- S. DEAD 8/12/2022- Failed Deadline pursuant to | The federal Infrastructure Investment and Jobs Act (IIJA) provides additional federal funds to rebuild the nation's infrastructures. Executive orders issued by President Biden established the federal Justice40 Initiative with the goal that 40% of the overall federal benefits flow to disadvantaged communities and stating that the implementation of the IIJA should prioritize investing public dollars equitably, including through the Justice40 Initiative. | |

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| Infrastructure Investment and Jobs Act: Justice40 Advisory Committee. | Rule 61(b)(15). (Last location was APPR. SUSPENSE FILE on 8/2/2022) | <ul style="list-style-type: none"> - This bill would require a minimum of 40% of funds received by the state under the IIJA and certain other federal funds to be allocated to projects that provide direct benefits to disadvantaged communities and disadvantaged unincorporated communities and, except as specified, a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities, as provided. - The bill would require state agencies administering those federal funds to perform specified tasks related to the expenditure of those federal funds. | |
| AB 2432 Muratsuchi D Neighborhood electric vehicles: County of Los Angeles. | 8/22/2022- A. CHAPTERED 8/22/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 158, Statutes of 2022. | <p>Current law imposes certain restrictions on the use of low-speed vehicles on public streets and highways, and generally requires an operator of a low-speed vehicle to have a driver's license. A low-speed vehicle is also known as a neighborhood electric vehicle (NEV). A violation of the Vehicle Code is an infraction, unless otherwise specified. Current law authorizes certain local agencies to establish a NEV transportation plan subject to certain requirements. A person operating a NEV in a plan area in violation of certain provisions is guilty of an infraction punishable by a fine not exceeding \$100.</p> <ul style="list-style-type: none"> - This bill would authorize the County of Los Angeles or any city in the county to establish a similar NEV transportation plan, as specified, subject to the same penalties. - The bill would require that the transportation plan have received a prior review and the comments of the Southern California Association of Governments (SCAG) and any agency having traffic law enforcement responsibilities in an entity included in the plan area. - The bill, if the County of Los Angeles or a city in the county adopts a NEV transportation plan, would require the entity adopting the plan to submit a report, in consultation with SCAG, the department, the Department of the California Highway Patrol, and any applicable local law enforcement agency, as specified, to the Legislature within 2 years of the date the NEV transportation plan is adopted. - The bill would repeal these provisions on January 1, 2040. | |
| AB 2438 Friedman D Transportation | 9/29/2022- A. VETOED 9/29/2022- | Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly | |

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| <p>funding: guidelines and plans.</p> | <p>Vetoed by Governor.</p> | <p>known as the Local Partnership Program.</p> <p>- This bill would require, no later than January 1, 2024, the guidelines or plans applicable to those programs to include the strategies established in the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, as provided.</p> | |
| <p>AB 2441 Kalra D</p> <p>Public employment: local public transit agencies: autonomous transit vehicle technology.</p> | <p>9/29/2022- A. VETOED 9/29/2022- Vetoed by Governor.</p> | <p>Would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by autonomous transit vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the autonomous transit vehicle technology applies not less than 12 months before commencing the process, plan, or deployment.</p> <p>- The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service.</p> | |
| <p>AB 2442 Rivas, Robert D</p> <p>California Disaster Assistance Act: climate change.</p> | <p>8/31/2022- S. DEAD 8/31/2022- Failed Deadline pursuant to Rule 61(b)(18). (Last location was INACTIVE FILE on 8/30/2022)</p> | <p>The California Disaster Assistance Act requires the Director of Emergency Services to authorize the replacement of a damaged or destroyed facility, whenever a local agency and the director determine that the general public and state interest will be better served by replacing a damaged or destroyed facility with a facility that will more adequately serve the present and future public needs than would be accomplished merely by repairing or restoring the damaged or destroyed facility. Current law also authorizes the director to implement mitigation measures when the director determines that the measures are cost effective and substantially reduce the risk of future damage, hardship, loss, or suffering in any area where a state of emergency has been proclaimed by the Governor.</p> <p>- This bill would specify that mitigation measures for climate change and disasters related to climate, may include, but are not limited to, measures that reduce emissions of greenhouse gases and investments in natural infrastructure, as defined, including, but not limited to, the preservation of natural and working lands, as described, improved forest management, and wildfire risk reduction measures.</p> | |

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| AB 2446 Holden D Embodied carbon emissions: construction materials. | 9/16/2022- A. CHAPTERED 9/16/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 352, Statutes of 2022. | Would require the State Air Resources Board, by July 1, 2025, to develop, in consultation with specified stakeholders, a framework for measuring and then reducing the average carbon intensity of the materials used in the construction of new buildings, including those for residential uses. - The bill would require the framework to include a comprehensive strategy for the state’s building sector to achieve a 40% net reduction in greenhouse gas emissions of building materials, as determined from a baseline calculated using a certain 2026 report, if that report is adequate, or as specified. - The bill would require the strategy to achieve this target as soon as possible, but no later than December 31, 2035, with an interim target of 20% net reduction by December 31, 2030. - The bill would authorize the state board to adjust the interim target, as provided, and would require the established targets to begin no sooner than January 1, 2027. - The bill would require the state board to form and maintain a technical advisory committee, as provided, to, among other things, review information that is required to be submitted by entities that are unable to meet the targets. - The bill also would require the state board to research and prioritize actions and provisions that leverage state and federal incentives, as provided, and evaluate measures to support market demand and financial incentives to encourage the production and use of materials used in construction-related projects with low greenhouse gas intensity, as specified. | |
| AB 2449 Rubio, Blanca D Open meetings: local agencies: teleconferences. | 9/13/2022- A. CHAPTERED 9/13/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 285, Statutes of 2022. | Current law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act generally requires posting an agenda at least 72 hours before a regular meeting that contains a brief general description of each item of business to be transacted or discussed at the meeting, and prohibits any action or discussion from being undertaken on any item not appearing on the posted agenda. - This bill would revise and recast those teleconferencing provisions and, until January 1, 2026, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements that each teleconference location be identified in the notice and agenda and that each teleconference location be accessible to the public if at least a quorum of the members of the legislative body participates in person from a singular | |

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| | | physical location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. | |
| AB 2454 Jones-Sawyer D | 7/5/2022- S. DEAD 7/5/2022-Failed Deadline pursuant to Rule 61(b)(14). (Last location was S. G.O. on 6/8/2022) | Current law generally requires public contracts to be awarded by competitive bidding pursuant to procedures set forth in the Public Contract Code, subject to certain exceptions. Current law, whenever a contract for goods and services is not to be awarded to the lowest bidder, requires that the lowest bidder be notified 24 hours before the contract or purchase order is awarded to another bidder. Current law, upon written request by any bidder, requires notice of the proposed award to be posted in a public place in the offices of the department at least 24 hours before the contract is awarded. Current law, if a bidder files a specified protest with the department before the award is made, requires that the contract not be awarded until either the protest has been withdrawn or the department has made a final decision relative to the protest. - This bill would additionally authorize a joint labor-management committee, as defined, to submit a written protest to a contract that is not to be awarded to the lowest bidder. | |
| AB 2462 Valladares R | 7/5/2022- S. DEAD 7/5/2022-Failed Deadline pursuant to Rule 61(b)(14). (Last location was S. TRANS. on 5/18/2022) | Current law imposes certain restrictions on the use of low-speed vehicles on public streets and highways, and generally requires an operator of a low-speed vehicle to have a driver's license. A low-speed vehicle is also known as a neighborhood electric vehicle (NEV). A violation of the Vehicle Code is an infraction, unless otherwise specified. Current law authorizes certain local agencies to establish a NEV transportation plan subject to certain requirements. A person operating a NEV in a plan area in violation of certain provisions is guilty of an infraction punishable by a fine not exceeding \$100. - This bill would authorize the County of Los Angeles to establish a similar NEV transportation plan for the Westside Planned Communities in that county, subject to the same penalties. - The bill would require a report to the Legislature by August 31, 2028, containing certain information and recommendations related to the NEV transportation plan. - The bill would repeal these provisions on January 1, 2040. | |
| AB 2496 Petrie-Norris D | 9/28/2022- A. CHAPTERED 9/27/2022- | Current law requires every motor vehicle subject to registration to be equipped with an adequate muffler in constant operation and properly maintained to prevent any excessive or unusual noise and prohibits a muffler or exhaust system from being equipped with a cutout, bypass, or similar device. Current law further prohibits the | |

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| Vehicles: exhaust systems. | Approved by the Governor. Chaptered by Secretary of State - Chapter 595, Statutes of 2022. | <p>modification of an exhaust system of a motor vehicle in a manner that will amplify or increase the noise emitted by the motor of the vehicle so that the vehicle exceeds existing noise limits when tested in accordance with specified standards. Current law establishes the motor vehicle inspection program, which provides for privately operated stations that are referred to as smog check stations and are authorized to issue certificates of compliance or noncompliance to vehicles that meet certain requirements. Current law requires a certain number of stations providing referee functions available to consumers, which ensures uniform and consistent tests and repairs by all qualified smog check technicians and licensed smog check stations throughout the state. Current law requires stations providing referee functions to provide for the testing of vehicular exhaust systems and the issuance of certificates of compliance for those vehicles that have received a citation for the noise limit violations described above.</p> <ul style="list-style-type: none"> - This bill would require a court to require a certificate of compliance for a violation of the noise limit requirements mentioned above for specified vehicles. - The bill would require the court to utilize the notification procedures mentioned above and if a certificate of compliance is not provided to the court within 3 months of the violation date, the bill would require the court to treat this failure as noncompliance and inform the Department of Motor Vehicles by following specified procedures. | |
| <p>AB 2532 Bennett D</p> <p>Scoping plan: state agency, board, and department compliance and implementation: reports.</p> | <p>8/12/2022-S. DEAD 8/12/2022- Failed Deadline pursuant to Rule 61(b)(15). (Last location was APPR. SUSPENSE FILE on 8/8/2022)</p> | <p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. The act requires the scoping plan to identify and make recommendations on direct emissions reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives for sources and categories of sources that the state board finds are necessary or desirable to facilitate the achievement of the maximum feasible and cost-effective reductions of greenhouse gas emissions, as provided.</p> <ul style="list-style-type: none"> - This bill would require, on or before March 1, 2023, and on or before March 1 of each year thereafter, each state agency, board, or department to post on its internet website a report regarding its compliance with and efforts to implement any goal or recommendation related to that state agency, board, or department, as defined, that is identified by the state board in the scoping plan, including any scoping plan updates. | |

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| | | - The bill would require a state agency, board, or department to include specified information in its report, including, but not limited to, identification of all scoping plan goals or recommendations that the state agency, board, or department is charged with or responsible, in whole or in part, for implementing, a description of the state agency's, board's, or department's, efforts to implement each scoping plan goal or recommendation, and whether the state agency, board, or department has fully implemented each scoping plan goal or recommendation. | |
| AB 2537 Gipson D Vehicles: driver education. | 9/15/2022- A. CHAPTERED 9/15/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 332, Statutes of 2022. | Would require the Department of Justice, in conjunction with the Department of Motor Vehicles and the Commission on Peace Officer Standards and Training, to develop and create a video demonstrating the proper conduct by a peace officer and an individual during a traffic stop and to post the video on its internet website. | |
| AB 2542 Rubio, Blanca D Tolls: exemption for privately owned emergency ambulances. | 4/29/2022- A. DEAD 4/29/2022- Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 3/10/2022) | Current law prohibits a person from operating a privately owned emergency ambulance unless licensed by the Department of the California Highway Patrol. - This bill would generally modify the exemption to apply to the use of a toll facility, as defined, and would expand the exemption, dispute resolution procedures, and agreement provisions to include a privately owned emergency ambulance licensed by the Department of the California Highway Patrol. - The bill would also make technical changes to these provisions. | |

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| AB 2550 Arambula D State Air Resources Board: San Joaquin Valley Air Pollution Control District: nonattainment. | 9/22/2022- A. VETOED 9/22/2022- Vetoed by Governor. | Would require the State Air Resources Board, if the San Joaquin Valley Air Pollution Control District does not receive a determination of attainment from the United States Environmental Protection Agency for a national ambient air quality standard established by the agency pursuant to the federal Clean Air Act by the applicable attainment date for that standard, to undertake certain activities, including coordinating with the district and community-based organizations in the district and conducting outreach to under-resourced communities in the district to identify gaps in the state implementation plan and the district's attainment plan, rules, regulations, programs, and enforcement practices that impact the district's ability to attain and maintain that ambient air quality standard. | |
| AB 2556 O'Donnell D Local public employee organizations. | 9/19/2022- A. CHAPTERED 9/18/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 412, Statutes of 2022. | This bill would authorize a recognized employee organization to charge an employee covered by the Firefighters Procedural Bill of Rights Act for the reasonable cost of representation when the employee holds a conscientious objection, as described above, or declines membership in the organization and requests individual representation in a discipline, grievance, arbitration, or administrative hearing from the organization. - The bill would apply this authorization only to these proceedings for which the recognized employee organization does not exclusively control the process. - This bill contains other related provisions and other existing laws. | |
| AB 2562 Bennett D Clean Transportation Program: | 5/20/2022- A. DEAD 5/20/2022- Failed Deadline pursuant to Rule 61(b)(8). | Current law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the State Energy Resources Conservation and Development Commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. Current law requires the commission, until January 1, 2024, to allocate \$20,000,000 annually to fund a specified number of publicly available hydrogen-fueling stations identified by the State Air Resources Board, not to exceed 20% of the moneys appropriated by the Legislature from the Alternative and Renewable Fuel and Vehicle Technology Fund, | |

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| hydrogen-fueling stations. | (Last location was A. APPR. SUSPENSE FILE on 4/27/2022) | until there are at least 100 publicly available hydrogen-fueling stations in operation in the state. Under current law, these allocations are subject to all of the requirements applicable to allocations from the Clean Transportation Program. - This bill would require the commission, if it awards funding to hydrogen-fueling station projects under the program, to provide preference to those projects that are located at a port and are publicly accessible, are co-located at a fueling station for medium- and heavy-duty trucks, or are located along a specified corridor or on the state’s portion of the National Highway Freight Network. | |
| AB 2594 Ting D Vehicle registration and toll charges. | 9/30/2022- A. CHAPTERED 9/30/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 969, Statutes of 2022. | Current law requires the application for an original driver’s license or renewal of a driver’s license to contain specified information, including the applicant’s name, age, gender category, mailing address, and residence address. - This bill, with respect to a toll bridge, would require an issuing agency that permits pay-by-plate toll payment or that permits payment by a transponder or other electronic toll payment device to send an invoice by mail for any unpaid toll to the registered vehicle owner. - The bill would require the invoice to include a notice to the registered owner that, unless the registered owner pays the toll by the due date shown on the invoice, a toll evasion penalty will be assessed. - The bill would require that if the toll charge is not paid within a specified amount of time, the nonpayment would be deemed an evasion of tolls and would require the issuing agency or processing agency to mail a notice of toll evasion violation to the registered owner, as specified. These provisions would become operative on July 1, 2024. | |
| AB 2622 Mullin D Sales and use taxes: exemptions: California Hybrid | 9/16/2022- A. CHAPTERED 9/16/2022- Approved by the Governor. Chaptered by Secretary of | Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2024, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for | |

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| and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses. | State - Chapter 353, Statutes of 2022. | specified incentives from the State Air Resources Board. - This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2026. | |
| AB 2625 Ting D Subdivision Map Act: exemption: electrical energy storage system. | 8/29/2022- A. CHAPTERED 8/29/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 212, Statutes of 2022. | The Subdivision Map Act vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps, and the modification of those maps. The act excludes various projects from its provisions, including the leasing of, or the granting of an easement to, a parcel of land, or any portion of the land, in conjunction with the financing, erection, and sale or lease of a solar electrical generation device on the land, if the project is subject to review under other local agency ordinances regulating design and improvement or if the project is subject to discretionary action by the advisory agency or legislative body. - This bill would also exempt from the requirements of the Subdivision Map Act the leasing of, or the granting of an easement to, a parcel of land, or any portion of the land, in conjunction with the financing, erection, and sale or lease of an electrical energy storage system on the land, if the project is subject to discretionary action by the advisory agency or legislative body. | |
| AB 2647 Levine D Local government: open meetings. | 9/30/2022- A. CHAPTERED 9/30/2022- Approved by the Governor. Chaptered by Secretary of | Current law, the California Public Records Act, requires state agencies and local agencies to make public records available for inspection, subject to specified criteria, and with specified exceptions. Current law, the Ralph M. Brown Act, requires the meetings of the legislative body of a local agency to be conducted openly and publicly, with specified exceptions. Current law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. - This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates and list the address | |

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| | State - Chapter 971, Statutes of 2022. | of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately posts the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. | |
| AB 2667 Friedman D | 8/31/2022- S. DEAD 8/31/2022- Failed Deadline pursuant to Rule 61(b)(18). (Last location was THIRD READING on 8/25/2022) | Would require the Energy Commission to use funds appropriated by the Legislature to provide incentives to eligible customers who install behind-the-meter energy storage systems, or self-generation systems paired with energy storage systems, to support statewide customer adoption of clean distributed energy resources, as specified. - The bill would require the Energy Commission to establish a system to equitably award incentives and set incentive levels, as specified, and to prioritize certain resources. - The bill would authorize the Energy Commission to authorize incentives for different technology types to be combined within this program and with other state-mandated programs, as provided, and would require the Energy Commission to adopt equipment inspection, operation, and verification procedures, and applicable performance criteria for eligible resources, as specified. | |
| AB 2689 Cunningham R | 4/29/2022- A. DEAD 4/29/2022- Failed Deadline pursuant to Rule 61(b)(5). (Last location was B. & F. on 3/10/2022) | Would authorize a private or public entity in the state to accept virtual currency, as defined, as a method of payment for the provision of any good or service, including any governmental service. - The bill would define public entity for these purposes to include the state and every state entity, including the Legislature, the judicial branch, the University of California, and the California State University, and a political subdivision of the state, including a city, county, city and county, charter city, charter county, school district, community college district, joint powers authority, joint powers agency, and any public agency, authority, board, commission, or district. | |
| AB 2690 Boerner Horvath D | 4/29/2022- A. DEAD 4/29/2022- | Would require, on or before January 1, 2024, the State Air Resources Board, to the extent feasible, to identify all sources of state funding available, and potentially available, to provide commercial rebates and other financial incentives to an owner or operator of a small passenger vessel to replace or upgrade the vessel, or a component | |

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| Small passenger vessels: emissions reductions: state funding. | Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 3/24/2022) | of the vessel, to comply with the state board’s 2022 amendments to the Commercial Harbor Craft Regulation. - The bill would require the state board, on or before July 1, 2024, for an existing source of state funding, to develop guidance for an owner or operator of a small passenger vessel to apply for that funding, and for a potential source of state funding, to develop and implement a program to make those funds available and provide guidance for an owner or operator of a small passenger vessel to apply for that funding. - The bill would define “small passenger vessel” as a vessel that is registered with the Department of Fish and Wildlife as a vessel in connection with fishing operations for profit in the state pursuant to a specified law. | |
| AB 2696 Garcia, Eduardo D Electricity: transmission facilities: study. | 8/12/2022- S. DEAD 8/12/2022- Failed Deadline pursuant to Rule 61(b)(15). (Last location was APPR. SUSPENSE FILE on 8/2/2022) | This bill would require the Energy Commission, in consultation with the California Infrastructure and Economic Development Bank, the Governor’s Office of Business and Economic Development, the Independent System Operator, and the Public Utilities Commission, to conduct a study to review potential lower cost ownership and alternative financing mechanisms for new transmission facilities needed to meet the state’s clean energy and climate targets, as specified, and to submit a report to the Governor and the Legislature, on or before September 30, 2023, with findings and recommendations related to the study. | |
| AB 2700 McCarty D Transportation electrification: electrical distribution grid upgrades. | 9/16/2022- A. CHAPTERED 9/16/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter | Current law, enacted as part of the Clean Energy and Pollution Reduction Act of 2015, requires the Public Utilities Commission (PUC), in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission) and the State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, achieve the goals set forth in the Charge Ahead California Initiative, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. Current law requires the Energy Commission, working with the state board and the PUC, to prepare, at least once every 2 years, a statewide assessment of the electrical vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet certain goals. | |

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| | 354, Statutes of 2022. | <ul style="list-style-type: none"> - This bill would require the Energy Commission, in collaboration with the State Air Resources Board, the PUC, and other relevant stakeholders, to annually gather from state agencies, as provided, specified entities' fleet data for on-road and off-road vehicles in the medium- and heavy-duty sectors and share that data with electrical corporations and local publicly owned electric utilities to help inform electrical grid planning efforts, as specified. - The bill would prohibit electrical corporations and local publicly owned electric utilities from disclosing that data to third parties. | |
| <p>AB 2703 Muratsuchi D</p> <p>Electric vehicle charging stations: reliability standards: low-income and disadvantaged community financial assistance.</p> | <p>8/12/2022- S. DEAD 8/12/2022- Failed Deadline pursuant to Rule 61(b)(15). (Last location was APPR. SUSPENSE FILE on 8/8/2022)</p> | <p>Current law establishes the Clean Transportation Program, administered by the Energy Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies.</p> <ul style="list-style-type: none"> - This bill would require a person who receives state funding to deploy a publicly available electric vehicle charging station to agree, as a condition of receiving the funding, to operate the station in compliance with reliability and reporting standards that would be developed by the Energy Commission, as specified. - The bill would require the Energy Commission and the Public Utilities Commission to develop excluded time criteria from which the recipient of the state funding is exempt from reliability standards compliance. - The bill would require the Energy Commission to publish data on compliance with the reliability standards as part of the above-described assessment and to protect the confidential information of an entity subject to the reliability standards by anonymizing and aggregating the compliance data in the assessment. - The bill would also require the state board, upon appropriation by the Legislature, to develop a program, in consultation with the California Integrated Travel Project, to provide financial assistance to residents of low-income or disadvantaged communities, or both, to use electric vehicle charging stations, as specified. | |
| <p>AB 2719 Fong R</p> <p>California Environmental Quality Act:</p> | <p>4/29/2022- A. DEAD 4/29/2022- Failed Deadline pursuant to Rule 61(b)(5).</p> | <p>CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including, among others, emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore an existing highway under specified circumstances.</p> <ul style="list-style-type: none"> - This bill would further exempt from the requirements of CEQA highway safety improvement projects, as defined, undertaken by the Department of Transportation or a local agency. | |

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| exemptions: highway safety improvement projects. | (Last location was NAT. RES. on 3/10/2022) | | |
| AB 2722 Grayson D Greenhouse gases: work- from-home option. | 5/20/2022- A. DEAD 5/20/2022- Failed Deadline pursuant to Rule 61(b)(8). (Last location was A. APPR. SUSPENSE FILE on 5/4/2022) | Would, upon appropriation by the Legislature, require the state board to assess the emissions of greenhouse gases resulting from work-from-home options offered by employers of the state and compare that with the reduction in the state's overall emissions of greenhouse gases for the same year. - The bill would require that the research include specified minimum parameters, make specified recommendations based upon the research, and be posted on the state board's internet website no later than 4 years after the appropriation for the research. | |
| AB 2763 Kalra D Santa Clara Valley Transportation Authority: job order contracting. | 9/29/2022- A. CHAPTERED 9/29/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 803, Statutes of 2022. | Current law creates the Santa Clara Valley Transportation Authority with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Current law authorizes the authority to make contracts, enter into stipulations, and use a Construction Manager/General Contractor project delivery method for public transit projects. - This bill would authorize the authority to enter into job order contracts, defined as indefinite-quantity contracts for repair, remodeling, or other repetitive work to be done according to unit prices, with the lowest responsible and responsive bidders. - The bill would prohibit the authority from entering into a job order contract for, among other things, work that is protected by a collective bargaining agreement and a single job order contract from exceeding \$5,000,000 in its first term and, if extended or renewed, from exceeding \$10,000,000 over the maximum of 2 extended terms, as specified. If the authority acts pursuant to that authorization, the bill would require the authority to report on its | |

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| | | use of job order contracting, as specified. - The bill would repeal these provisions on January 1, 2028. | |
| AB 2771 Friedman D Cosmetic products: safety. | 9/29/2022- A. CHAPTERED 9/29/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 804, Statutes of 2022. | Would prohibit, beginning January 1, 2025, a person or entity from manufacturing, selling, delivering, holding, or offering for sale in commerce any cosmetic product that contains intentionally added perfluoroalkyl and polyfluoroalkyl substances PFAS, as defined. | |
| AB 2807 Bonta, Mia D Transportation funding programs: eligibility: commercial harbor craft: public transportation ferries. | 8/12/2022- S. DEAD 8/12/2022- Failed Deadline pursuant to Rule 61(b)(15). (Last location was APPR. SUSPENSE FILE on 8/2/2022) | Current law establishes the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, which is administered by the State Air Resources Board, in conjunction with the State Energy Resources Conservation and Development Commission, to fund development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies. - This bill would expand the purposes of the program to include the funding of the development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero-emission commercial harbor craft technologies. | |
| AB 2835 Fong R | 8/31/2022- A. DEAD | The Sales and Use Tax Law provides various exemptions from that tax. - This bill would exempt, on and after January 1, 2023, from sales and use tax the sale of tangible personal | |

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| Sales and use taxes: exemptions: nonprofit blood centers. | 8/31/2022- Failed Deadline pursuant to Rule 61(b)(18). (Last location was REV. & TAX on 3/17/2022) | property to, or the use of tangible personal property by, a nonprofit organization that recruits blood donors, and is a member of an organization promoting blood banking services, as specified. | |
| AB 2852 Bloom D Air pollution control districts and air quality management districts: independent special districts: funding. | 4/29/2022- A. DEAD 4/29/2022- Failed Deadline pursuant to Rule 61(b)(5). (Last location was L. GOV. on 3/24/2022) | Current law provides for the establishment of air pollution control districts and air quality management districts. Current law declares a district a body corporate and politic and a public agency of the state, and prescribes the general powers and duties of a district. Current law authorizes a district to receive funding from specified sources, including, but not limited to, grants, permit fees, and penalties. - This bill would designate, retroactive to January 1, 2020, a district as an independent special district for purposes of receiving state funds or funds disbursed by the state, including federal funds. | |
| AB 2862 Muratsuchi D California Global Warming Solutions Act of 2006: offset credits. | 5/6/2022- A. DEAD 5/6/2022-Failed Deadline pursuant to Rule 61(b)(6). (Last location | The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. The act, until January 1, 2031, authorizes a covered entity to meet a certain percentage of its compliance obligation under the act by surrendering offset credits of which no more than 1/2 may be sourced from projects that do not provide direct environmental benefits in the state. - This bill would express the intent of the Legislature to enact subsequent legislation limiting the use of offset credits under the California Global Warming Solutions Act of 2006. | |

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| | was A. PRINT on 2/18/2022) | | |
| AB 2885 Petrie-Norris D State property: Fairview Developmental Center. | 5/20/2022- A. DEAD 5/20/2022- Failed Deadline pursuant to Rule 61(b)(8). (Last location was A. APPR. SUSPENSE FILE on 5/11/2022) | Current law authorizes the Department of General Services to dispose of surplus state real property, as defined, by sale, lease, exchange, a sale combined with an exchange, or other manner of disposition of property, as authorized by the Legislature, upon any terms and conditions and subject to any reservations and exceptions the department deems to be in the best interests of the state. Current law authorizes the Director of General Services, with the consent of the State Department of Developmental Services, to lease real property located within the grounds of the Fairview State Hospital, which is also known as the Fairview Developmental Center, for specified purposes and subject to certain conditions. - This bill would require the Director of General Services to sell, lease, or transfer 10 acres of property from the Fairview Developmental Center Project, as specified, to the Office of Emergency Services for the purpose of constructing an emergency management center. | |
| AB 2933 O'Donnell D School transportation: apportionments. | 7/5/2022- S. DEAD 7/5/2022-Failed Deadline pursuant to Rule 61(b)(14). (Last location was S. ED. on 6/8/2022) | Would, notwithstanding any other law, require the Superintendent of Public Instruction, commencing with the 2022–23 fiscal year and for each fiscal year thereafter, to apportion to each school district, county office of education, entity providing services under a school transportation joint powers agreement, or regional occupational center or program that provides pupil transportation services either 100% of its school transportation apportionment for the 2020–21 fiscal year or 100% of its reported home-to-school transportation costs as determined by a specified report, whichever is greater. - The bill, commencing with the 2023–24 fiscal year, would annually adjust those amounts for inflation, as specified. - The bill would provide that implementation of these provisions is subject to an appropriation being made for purposes of those provisions in the annual Budget Act or another statute. | |
| AB 2952 Gabriel D Driver's licenses: | 5/20/2022- A. DEAD 5/20/2022- Failed Deadline | Would allow an applicant for a driver's license or identification card, who served for another country in military operations that supported the United States during the Vietnam War and later became a naturalized citizen, to request a "NON-US VIETNAM VETERAN" designation on their driver's license or identification card, subject to certain requirements, including verification of military service for a foreign country during the Vietnam War and | |

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| veteran designation. | pursuant to Rule 61(b)(8). (Last location was A. APPR. SUSPENSE FILE on 5/11/2022) | payment of a \$5 fee, which the department is authorized to increase by regulation, in an amount not to exceed \$15, as specified. - This bill would authorize the Department of Motor Vehicles to consult with the Department of Veterans Affairs to determine the proof necessary to verify an applicant's veteran status. | |
| AB 2954 Cunningham R Vehicular air pollution: State Air Resources Board: regulations. | 5/6/2022- A. DEAD 5/6/2022-Failed Deadline pursuant to Rule 61(b)(6). (Last location was A. PRINT on 2/18/2022) | Current law requires the State Air Resources Board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air pollution control and air quality management districts, and the United States Environmental Protection Agency. Current law requires the state board to adopt and enforce rules and regulations that anticipate the development of new technologies or the improvement of existing technologies if necessary to carry out its duty. - This bill would make a nonsubstantive change to this provision. | |
| AB 2956 Committee on Transportation Transportation. | 9/13/2022- A. CHAPTERED 9/13/2022- Approved by the Governor. Chaptered by Secretary of State - Chapter 295, Statutes of 2022. | Current law exempts specified occupations and business relationships, as defined, from the application of the ABC test. Current law, instead, provides that these exempt relationships are governed by the multifactor test previously adopted in the case of S. G. Borello & Sons, Inc. v. Department of Industrial Relations (1989) 48 Cal.3d 341 (Borello). These include an exemption for a commercial fisher working on an American vessel, as defined, until January 1, 2023, unless extended by the Legislature. Current law makes a commercial fisher working on an American vessel eligible for unemployment insurance benefits upon meeting certain eligibility criteria. Current law also requires the Employment Development Department to issue an annual report to the Legislature on the use of unemployment insurance in the commercial fishing industry. - This bill would extend the timeframe in which the above exemption applies until January 1, 2026. | |

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| ACR 140 O'Donnell D Freight transportation: supply chain. | 8/31/2022- S. DEAD 8/31/2022- Failed Deadline pursuant to Rule 61(b)(18). (Last location was RLS. on 8/16/2022) | Would declare and recognize that the state is currently suffering a supply chain crisis. The measure would urge the state's public agencies, departments, and local governments to provide all due and proper assistance to carriers, cargo owners, public seaports, terminals, workers, and facilities to facilitate the essential service of delivering goods to Californians. | |
| SB 839 Dodd D Electricity: demand response. | 5/20/2022- S. DEAD 5/20/2022- Failed Deadline pursuant to Rule 61(b)(8). (Last location was S. APPR. SUSPENSE FILE on 4/4/2022) | The Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Current law requires each load-serving entity, defined as including electrical corporations, electric service providers, and community choice aggregators, to maintain physical generating capacity and electrical demand response adequate to meet its electrical demand requirements. Current law requires the commission to establish rules for how and when backup generation may be used within a demand response program and to establish reporting and data collection requirements to verify compliance with those rules. Pursuant to current law, the commission has authorized the state's 3 largest electrical corporations to offer reliability-based demand response programs, including the base interruptible program, which is available to qualifying nonresidential customers of an electrical corporation. - This bill would expressly require each of those large electrical corporations to administer the base interruptible program, except as specified. | |
| SB 840 Skinner D Budget Act of 2022. | 8/31/2022- S. DEAD 8/31/2022- Failed Deadline pursuant to Rule 61(b)(18). | This bill would make appropriations for the support of state government for the 2022–23 fiscal year. - This bill contains other related provisions. | |

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| | (Last location was BUDGET & F.R. on 1/10/2022) | | |
| SB 849 Umberg D Surplus land. | 4/29/2022- S. DEAD 4/29/2022- Failed Deadline pursuant to Rule 61(b)(5). (Last location was GOV. & F. on 3/9/2022) | Current law prescribes requirements for the disposal of surplus land by a local agency. - This bill would require, if, after the disposing agency and an entity desiring to purchase or lease the land have entered into an exclusive negotiating agreement, the determined value of the sales price and terms or lease terms exceeds (\$25,000,000), that the disposing agency post prominently on its internet website the terms of the proposed disposition of the surplus land for not less than 90 days before entering a legally binding agreement to dispose of the land. | |
| SB 852 Dodd D Climate resilience districts: formation: funding mechanisms. | 9/9/2022- S. CHAPTERED 9/9/2022- Approved by the Governor. Chaptered by Secretary of State. Chapter 266, Statutes of 2022. | 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 projects that enable communities to adapt to the impacts of climate change. Current law also requires the legislative body to establish a public financing authority, defined as the governing board of the enhanced infrastructure financing district, prior to the adoption of a resolution to form an enhanced infrastructure district and adopt an infrastructure financing plan. - This bill would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district, as defined, for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. - The bill would deem each district to be an enhanced infrastructure financing district and would require each district to comply with existing law concerning enhanced infrastructure financing districts, except as specified. - The bill would require a district to finance only specified projects that meet the definition of an eligible project. | |

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| | | - The bill would define “eligible project” to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified. | |
| SB 873 Newman D California Transportation Commission: state transportation improvement program: capital outlay support. | 4/29/2022- S. DEAD 4/29/2022- Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 2/2/2022) | Current law requires the California Transportation Commission to biennially adopt a state transportation improvement program that lists all capital improvement projects that are expected to receive an allocation of state transportation funds, as specified. Current law characterizes the state transportation improvement program as a resource management document to assist the state and local entities to plan and implement transportation improvements and to use available resources in a cost-effective manner. Current law requires the program to specify the allocation or expenditure amount and the allocation or expenditure year for certain project components, as specified. - This bill would require the commission to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the program. - The bill would require the commission to develop guidelines, in consultation with the Department of Transportation, to implement these allocation procedures. | |
| SB 878 Skinner D Drivers of unaccompanied minors: workgroup. | 8/31/2022- A. DEAD 8/31/2022- Failed Deadline pursuant to Rule 61(b)(18). (Last location was INACTIVE FILE on 8/29/2022) | Would require the State Department of Education to convene a workgroup comprising specified representatives to develop recommendations pertaining to safety standards for drivers of unaccompanied minors to school, as provided. - The bill would, on or before April 1, 2023, require the department to submit the workgroup’s recommendations to the appropriate budget and policy committees of the Legislature. | |
| SB 886 Wiener D | 9/28/2022- S. CHAPTERED 9/28/2022- | Would, until January 1, 2030, exempt from the California Environmental Quality Act (CEQA) a university housing development project, as defined, carried out by a public university, as defined, on real property owned by the public university if the project meets certain requirements, including that each building within the project is | |

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| California Environmental Quality Act: exemption: public universities: university housing development projects. | Approved by the Governor. Chaptered by Secretary of State. Chapter 663, Statutes of 2022. | certified as Leadership in Energy and Environmental Design (LEED) platinum or better by the United States Green Building Council, that the project’s construction impacts are fully mitigated, and that the project is not located, in whole or in part, on certain types of sites, including a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway as determined by the Federal Emergency Management Agency, as provided. - The bill, with respect to a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway, would prohibit a local government from denying an application on the basis that a public university did not comply with any additional permit requirement, standard, or action adopted by that local government applicable to the site if the public university is able to satisfy all applicable federal qualifying criteria in order to demonstrate that the site meets these criteria and is otherwise eligible to be exempt from CEQA pursuant to the above requirements. By imposing additional duties on local governments, this bill would impose a state-mandated local program. | |
| SB 905 Caballero D Carbon sequestration: Carbon Capture, Removal, Utilization, and Storage Program. | 9/16/2022-S. CHAPTERED 9/16/2022- Approved by the Governor. Chaptered by Secretary of State. Chapter 359, Statutes of 2022. | Current law requires, no later than July 1, 2023, the Natural Resources Agency, in coordination with the State Air Resources Board, the California Environmental Protection Agency, the Department of Food and Agriculture, and other relevant state agencies, to establish the Natural and Working Lands Climate Smart Strategy and, in developing the strategy, to create a framework to advance the state’s climate goals. Current law requires the state board, as part of its scoping plan, to establish specified carbon dioxide removal targets for 2030 and beyond. - This bill would require the state board to establish a Carbon Capture, Removal, Utilization, and Storage Program, as provided, to evaluate the efficacy, safety, and viability of carbon capture, utilization, or storage (CCUS) technologies and carbon dioxide removal (CDR) technologies and facilitate the capture and sequestration of carbon dioxide from those technologies, where appropriate. - The bill would require the program to ensure that carbon dioxide capture, removal, and sequestration projects include specified components including, among others, certain monitoring activities. In carrying out the program’s objectives, the bill would require the state board to prioritize, among other priorities, reducing the emissions of greenhouses gases and reducing fossil fuel production in the state. | |

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| SB 917 Becker D Seamless Transit Transformation Act. | 8/12/2022- A. DEAD 8/12/2022- Failed Deadline pursuant to Rule 61(b)(15). (Last location was APPR. SUSPENSE FILE on 8/3/2022) | Current law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma. - This bill would require the commission to develop and adopt a Connected Network Plan, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. - The bill would require the region’s transit agencies, as defined, to comply with those established regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided. | |
| SB 922 Wiener D California Environmental Quality Act: exemptions: transportation-related projects. | 9/30/2022- S. CHAPTERED 9/30/2022- Approved by the Governor. Chaptered by Secretary of State. Chapter 987, Statutes of 2022. | The California Environmental Quality Act (CEQA), until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. - This bill would delete the requirement that the bicycle transportation plan is for an urbanized area. - The bill would extend the exemption to an active transportation plan or pedestrian plan. - The bill would define “active transportation plan” and “pedestrian plan.” The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law. | Co-Sponsor |
| SB 932 Portantino D General plans: circulation element: bicycle | 9/28/2022- S. CHAPTERED 9/28/2022- Approved by the Governor. Chaptered by | Current law states the Legislature’s intention that a county or city general plan and the elements and parts of that general plan comprise an integrated, internally consistent and compatible statement of policies for the adopting agency. - This bill would emphasize the intent of the Legislature to support and encourage communities in reaching environmental and climate change objectives with these provisions. | |

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| and pedestrian plans and traffic calming plans. | Secretary of State. Chapter 710, Statutes of 2022. | | |
| SB 942 Newman D Low Carbon Transit Operations Program: free or reduced fare transit program. | 9/30/2022- S. CHAPTERED 9/30/2022- Approved by the Governor. Chaptered by Secretary of State. Chapter 988, Statutes of 2022. | Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Current law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. Current law authorizes a transit agency that has used program moneys for certain authorized operational assistance purposes in a previous fiscal year to use those moneys to continue the same service or program in any subsequent fiscal year if the transit agency can demonstrate that reductions in the emissions of greenhouse gases can be realized. - This bill would exempt a transit agency using program moneys for the continuation of a free or reduced fare transit program from the above-described requirement to demonstrate that reductions in the emissions of greenhouse gases can be realized through the continuation of its transit program, and authorize the transit agency to continue to use those moneys for that purpose without any restriction to length of time. | |
| SB 959 Portantino D Surplus residential property: use of | 9/28/2022- S. CHAPTERED 9/28/2022- Approved by the Governor. Chaptered by | Current law establishes priorities and procedures that any state agency disposing of surplus residential property is required to follow. Under current law, specified single-family residences must first be offered to their present occupants, as specified. Current law then requires the property to be offered to housing-related entities, as provided, prior to placing the property up for sale for fair market value, subject to specified priorities. - This bill, with respect to surplus residential property that is located within the City of Pasadena, would instead require that if the surplus residential property is not sold to a present occupant, as described above, the property | |

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| funds: priorities and procedures: City of Pasadena. | Secretary of State. Chapter 668, Statutes of 2022. | be offered at fair market value to present tenants who have occupied the property for 5 years or more and who are in good standing with all rent obligations current and paid in full, with first right of occupancy to the present occupants. - The bill would then require that the property be offered to the City of Pasadena, subject to specified terms and conditions. | |
| SB 991 Newman D Public contracts: progressive design-build: local agencies. | 9/2/2022- S. CHAPTERED 9/2/2022- Approved by the Governor. Chaptered by Secretary of State. Chapter 243, Statutes of 2022. | Current law authorizes the Director of General Services to use the progressive design-build procurement process for the construction of up to 3 capital outlay projects, as jointly determined by the Department of General Services and the Department of Finance, and prescribes that process. Current law defines “progressive design-build” as a project delivery process in which both the design and construction of a project are procured from a single entity that is selected through a qualifications-based selection at the earliest feasible stage of the project. Current law, pursuant to the process, after selection of a design-build entity, authorizes the Department of General Services to contract for design and preconstruction services sufficient to establish a guaranteed maximum price, as defined. Current law authorizes the department, upon agreement on a guaranteed maximum price, to amend the contract in its sole discretion, as specified. Current law requires specified information to be verified under penalty of perjury. - This bill, until January 1, 2029, would authorize local agencies, defined as any city, county, city and county, or special district authorized by law to provide for the production, storage, supply, treatment, or distribution of any water from any source, to use the progressive design-build process for up to 15 public works projects in excess of \$5,000,000 for each project, similar to the progressive design-build process authorized for use by the Director of General Services. | |
| SB 1020 Laird D Clean Energy, Jobs, and | 9/16/2022- S. CHAPTERED 9/16/2022- Approved by the Governor. Chaptered by | The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. The act requires the state board to conduct a series of public workshops to give interested parties an opportunity to comment on the plan and requires a portion of those workshops to be conducted in regions of the state that have the most significant exposure to pollutants. The act specifically includes as regions for these workshops communities with minority | |

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| Affordability Act of 2022. | Secretary of State. Chapter 361, Statutes of 2022. | populations, communities with low-income populations, or both. - This bill would instead include as regions for these workshops federal extreme nonattainment areas that have communities with minority populations, communities with low-income populations, or both. | |
| SB 1041 Atkins D Sales and use taxes: general exemptions. | 8/29/2022- S. CHAPTERED 8/29/2022- Approved by the Governor. Chaptered by Secretary of State. Chapter 225, Statutes of 2022. | The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including an exemption for the sale of, or the storage, use, or consumption of, tangible personal property sold by a thrift store located on a military installation and operated by a designated entity, as defined, that, in partnership with the United States Department of Defense, provides financial, educational, and other assistance to members of the Armed Forces of the United States, eligible family members, and survivors that are in need. Existing law provides that this exemption will remain in effect only until January 1, 2024. - This bill would remove the exemption's expiration date. | |
| SB 1049 Dodd D Transportation Resilience Program. | 7/5/2022- A. DEAD 7/5/2022-Failed Deadline pursuant to Rule 61(b)(14). (Last location was A. TRANS. on 6/2/2022) | Would establish the Transportation Resilience Program in the Department of Transportation, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. - The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. - The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the commission to prioritize projects that meet certain criteria. | |

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| SB 1068 Laird D Governor’s Office of Business and Economic Development: Climate change. | 5/20/2022- S. DEAD 5/20/2022- Failed Deadline pursuant to Rule 61(b)(8). (Last location was S. APPR. SUSPENSE FILE on 4/18/2022) | Current law establishes the Governor’s Office of Business and Economic Development, known as “GO-Biz,” within the Governor’s office to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. - This bill would require GO-Biz to develop economic forecasts. - The bill would require the economic forecasts to include climate impacts. | |
| SB 1095 Durazo D Air quality: rules and regulations: socioeconomic impacts assessment. | 5/20/2022- S. DEAD 5/20/2022- Failed Deadline pursuant to Rule 61(b)(8). (Last location was S. APPR. SUSPENSE FILE on 4/18/2022) | Current law requires a local air pollution control district or an air quality management district (local air district) that intends to propose the adoption, amendment, or repeal of a rule or regulation that will significantly affect air quality or emissions limitations to perform, except as specified, an assessment of the socioeconomic impacts of the proposed adoption, amendment, or repeal of the rule or regulation, as provided. Current law defines “socioeconomic impacts” to include, among other things, the type of industries or business, including small business, affected by the rule or regulation, the impact of the rule or regulation on employment and the economy of the region affected by the adoption of the rule or regulation, and the range of probable costs, including costs to industry or business, including small business, of the rule or regulation. - This bill would authorize a local air district to contract with a third party to conduct the required assessment of socioeconomic impacts, or portion thereof, as provided. - The bill would require a local air district to ensure that a prospective third-party contractor include in its proposal for the assessment specified information, including, among other things, a conflicts statement and a proposed schedule and budget for the assessment. | |
| SB 1100 Cortese D | 8/22/2022- S. CHAPTERED 8/22/2022- | Current law authorizes the members of the legislative body conducting the meeting to order the meeting room cleared and continue in session, as prescribed, if a group or groups have willfully interrupted the orderly conduct of a meeting and order cannot be restored by the removal of individuals who are willfully interrupting the | |

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| Open meetings: orderly conduct. | Approved by the Governor. Chaptered by Secretary of State. Chapter 171, Statutes of 2022. | meeting. - This bill would authorize the presiding member of the legislative body conducting a meeting or their designee to remove, or cause the removal of, an individual for disrupting the meeting. - The bill, except as provided, would require removal to be preceded by a warning to the individual by the presiding member of the legislative body or their designee that the individual's behavior is disrupting the meeting and that the individual's failure to cease their behavior may result in their removal. - The bill would authorize the presiding member or their designee to then remove the individual if the individual does not promptly cease their disruptive behavior. - The bill would define "disrupting" for this purpose. | |
| SB 1117 Becker D State Public Defender: grants. | 9/28/2022- S. CHAPTERED 9/27/2022- Approved by the Governor. Chaptered by Secretary of State. Chapter 615, Statutes of 2022. | Would authorize the State Public Defender to administer and award grants to improve indigent defense services. | |
| SB 1121 Gonzalez D State and local transportation system: needs assessment. | 9/23/2022- S. CHAPTERED 9/23/2022- Approved by the Governor. Chaptered by Secretary of | Current law requires the California Transportation Commission to adopt and submit to the Legislature an annual report summarizing its prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. Current law authorizes the report to also include a discussion of any significant upcoming transportation issues anticipated to be of concern to the public and the Legislature and requires the report to include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system. - This bill would require the commission, in consultation with the Transportation Agency and the Department of | |

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| | State. Chapter 508, Statutes of 2022. | Transportation, to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. | |
| SB 1127 Atkins D Workers' compensation: liability presumptions. | 9/29/2022- S. CHAPTERED 9/29/2022- Approved by the Governor. Chaptered by Secretary of State. Chapter 835, Statutes of 2022. | Current law requires an injured employee to file a claim form with the employer. Under current law, except for specified injuries, if liability is not rejected within 90 days after the date the claim form is filed with the employer, the injury is presumed compensable and the presumption is rebuttable only by evidence discovered subsequent to the 90-day period. For certain injuries or illnesses, including hernia, heart trouble, pneumonia, or tuberculosis, among others, sustained in the course of employment of a specified member of law enforcement or a specified first responder, this bill would reduce those time periods to 75 days. - The bill would make other conforming changes. | |
| SB 1156 Grove R Motor Vehicle Fuel Tax: Diesel Fuel Tax: inflation adjustment. | 8/31/2022- S. DEAD 8/31/2022- Failed Deadline pursuant to Rule 61(b)(18). (Last location was GOV. & F. on 3/17/2022) | Current law, the Motor Vehicle Fuel Tax Law and Diesel Fuel Tax Law, impose a tax upon each gallon of motor vehicle fuel or diesel fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law annually adjusts the rates of the taxes imposed by those laws based on inflation. - This bill would remove the requirement for future inflation adjustments of those taxes. - This bill contains other related provisions. | |

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| SB 1161 Min D Transit operators: street harassment survey. | 9/13/2022- S. CHAPTERED 9/13/2022- Approved by the Governor. Chaptered by Secretary of State. Chapter 318, Statutes of 2022. | Would require the Mineta Transportation Institute at San Jose State University to, on or before December 31, 2023, develop and make available on its internet website a survey for the purpose of promoting consistency in the collection of specified survey data to inform efforts to improve the safety of riders and reduce street harassment on public transit. | Co-Sponsor |
| SB 1175 McGuire D Department of Transportation: intermodal passenger services: rail corridors. | 9/13/2022- S. CHAPTERED 9/13/2022- Approved by the Governor. Chaptered by Secretary of State. Chapter 303, Statutes of 2022. | Current law authorizes the Department of Transportation to construct, acquire, or lease, and improve and operate, rail passenger terminals and related facilities that provide intermodal passenger services along specified corridors. - This bill would expand that authorization to include the Sacramento-Larkspur-Novato-Cloverdale corridor. | |
| SB 1196 Umberg D State Transit Assistance Program: | 7/5/2022- A. DEAD 7/5/2022-Failed Deadline pursuant to Rule 61(b)(14). | Pursuant to the State Transit Assistance (STA) Program, existing law requires certain funds in the account to be allocated by the Controller by formula to specified local transportation agencies for public transportation purposes. Current law provides that only STA-eligible operators are eligible to receive an allocation from a local transportation agency from the portion of program funds based on transit operator revenues and makes those operators eligible for other certain funds under the STA program, as provided. Under current law, an STA-eligible operator is defined as a public transportation operator eligible to claim local transportation funds. | |

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| eligibility: Anaheim Transportation Network. | (Last location was A. TRANS. on 6/2/2022) | - This bill would, for purposes of the STA program funds allocated based on transit operator revenues, expand the definition of an STA-eligible operator to include the Anaheim Transportation Network if its bylaws are revised to increase transparency and accountability, including to provide for the appointment of its board of directors by the Anaheim City Council. | |
| SB 1201 Melendez R Clean California Local Grant Program of 2021: Clean California State Beautification Program of 2021: homeless encampments. | 5/6/2022- S. DEAD 5/6/2022-Failed Deadline pursuant to Rule 61(b)(6). (Last location was S. TRANS. on 3/23/2022) | Under current law, the Department of Transportation administers the Clean California Local Grant Program of 2021 to provide funding for grants to specified local entities for purposes of beautifying and cleaning up local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces, and administers the Clean California State Beautification Program of 2021 to provide funding for purposes of beautifying and cleaning up state highways. - This bill would authorize local governments to use funding received under those programs to clean up homeless encampments on or around highway rights-of-way, within one mile of the freeway or flood channels under and surrounding the highways. | |
| SB 1217 Allen D State-Regional Collaborative for Climate, Equity, and Resilience. | 7/5/2022- A. DEAD 7/5/2022-Failed Deadline pursuant to Rule 61(b)(14). (Last location was A. NAT. RES. on 6/2/2022) | Would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the State Air Resources Board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. - The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative. | |

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| SB 1226 Durazo D Joint powers agreements: zero-emission transportation systems or facilities. | 9/19/2022- S. CHAPTERED 9/18/2022- Approved by the Governor. Chaptered by Secretary of State. Chapter 423, Statutes of 2022. | Would, notwithstanding any other provision of the Joint Exercise of Powers Act, authorize a private, nonprofit corporation formed for the purposes of providing services to zero-emission transportation systems or facilities, including, but not limited to, finance, design, construction, operation, or maintenance, or authorized by their board of directors to provide such services, to join a joint powers authority or enter into a joint powers agreement with a public agency to facilitate the development, construction, and operation of zero-emission transportation systems or facilities that lower greenhouse gases, reduce vehicle congestion and vehicle miles traveled, and improve public transit connections. - The bill, notwithstanding any other law, would prohibit a joint powers authority formed pursuant to these provisions from incurring debt. Under the bill, the authority would be governed by a board of directors, composed as determined by the participating public agency or agencies. - The bill would prohibit the representation of private, nonprofit mutual benefit corporations on the board of directors from exceeding 50%. - The bill would define terms for its purposes. - The bill's provisions would be repealed on January 1, 2032. | |
| SB 1230 Limón D Zero-emission and near-zero-emission vehicle incentive programs: requirements. | 9/16/2022- S. CHAPTERED 9/16/2022- Approved by the Governor. Chaptered by Secretary of State. Chapter 371, Statutes of 2022. | Current law establishes or authorizes the establishment of various incentive programs that are administered or funded by the State Air Resources Board to provide financial assistance for the purchase of zero-emission or near-zero-emission vehicles by individuals, including, among others, the Clean Cars 4 All Program. Under current law, the Clean Cars 4 All Program is administered by the state 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. - This bill would, on or before July 1, 2024, require the state board, with respect to the various zero-emission and near-zero-emission vehicle incentive programs administered or funded by the state board, to adopt certain revisions to those programs if the state board finds those revisions to be feasible. | |
| SB 1251 Gonzalez D | 9/16/2022- S. CHAPTERED | Would continue the zero-emission vehicle division of GO-Biz in existence within GO-Biz as the Zero-Emission Vehicle Market Development Office (office). | |

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| Governor's Office of Business and Economic Development: Zero-Emission Vehicle Market Development Office: Zero-Emission Vehicle Equity Advocate. | 9/16/2022- Approved by the Governor. Chaptered by Secretary of State. Chapter 372, Statutes of 2022. | <ul style="list-style-type: none"> - The bill would require the office to continue to be administered by a deputy director appointed by, and serving at the pleasure of, the Governor. - The bill would also establish, until January 1, 2028, the Zero-Emission Vehicle Equity Advocate in the office who would also be appointed by, and serve at the pleasure of, the Governor. - The bill would require the office to steer the development of a shared, cross-agency definition of equity, and to set an equity agenda for the deployment of light-, medium-, and heavy-duty zero-emission vehicles, the supporting infrastructure, and workforce development. - The bill would require the office to develop and adopt an equity action plan as part of a periodic update to a specified zero-emission vehicle strategy developed by the office and to notify the relevant policy committees of the Legislature of the information provided in that update. | |
| SB 1285 Gonzalez D Vehicles. | 8/31/2022- S. DEAD 8/31/2022- Failed Deadline pursuant to Rule 61(b)(18). (Last location was RLS. on 2/18/2022) | <p>Current law requires a bicycle that is operated on a roadway or the shoulder of a highway to be operated in the same direction as vehicles are required to be driven.</p> <ul style="list-style-type: none"> - This bill would make a technical, nonsubstantive change to that provision. | |
| SB 1288 Umberg D University of | 5/27/2022- S. DEAD 5/27/2022- Failed Deadline | <p>Current law establishes the Hastings College of the Law, under the governance of an 11-member Board of Directors of the Hastings College of the Law, within the University of California. Current law provides that the college shall forever be known and designated as the Hastings College of the Law.</p> <ul style="list-style-type: none"> - This bill would instead provide that the college shall be designated as the College of the Law. | |

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| California: Hastings College of the Law. | pursuant to Rule 61(b)(11). (Last location was S. INACTIVE FILE on 5/27/2022) | - The bill would rename Hastings College of the Law as the College of the Law and would rename the Board of Directors of the Hastings College of the Law as the Board of Directors of the College of the Law. | |
| SB 1354 Jones R Design-build contracting: cities, counties, and cities and counties: compliance with the federal Americans with Disabilities Act of 1990. | 9/30/2022- S. CHAPTERED 9/30/2022- Approved by the Governor. Chaptered by Secretary of State. Chapter 900, Statutes of 2022. | Would authorize a city, county, or city and county to use the design-build contracting process to award contracts for constructing projects that are necessary in order to comply with construction-related accessibility standards, as specified. By expanding design-build authority to include additional projects, the bill would expand the scope of the crime of perjury, thereby imposing a state-mandated local program. | |
| SB 1366 McGuire D Department of General Services: job order | 5/27/2022- S. DEAD 5/27/2022- Failed Deadline pursuant to Rule 61(b)(11). (Last location | The State Contract Act generally provides for a contracting process by state agencies for public works of improvement pursuant to a competitive bidding process, under which bids are awarded to the lowest responsible bidder, with specified alternative procurement procedures authorized in certain cases. Other current law authorizes certain state and local agencies to engage in job order contracting, as prescribed. - This bill, until July 1, 2027, would amend the act to authorize the Department of General Services to engage in job order contracting, as prescribed, as an alternative procurement procedure for public works projects. | |

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| contracting procurement procedure: pilot. | was S. INACTIVE FILE on 5/16/2022) | - The bill would require the department to establish prescribed procedures, standards, and requirements relating to the bidding for, and award of, contracts. | |
| SB 1369 Wieckowski D Adaptive reuse projects: by-right: funding. | 4/29/2022- S. DEAD 4/29/2022- Failed Deadline pursuant to Rule 61(b)(5). (Last location was GOV. & F. on 3/10/2022) | 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 does not apply to the approval of ministerial projects. - This bill would make an adaptive reuse project a use by right in all areas regardless of zoning. - The bill would define "adaptive reuse project" to mean any commercial, public, industrial, or office building or structure that has 25-percent occupancy or less, which is converted into a housing development project. | |
| SB 1373 Kamlager D Surplus land disposal. | 9/28/2022- S. CHAPTERED 9/28/2022- Approved by the Governor. Chaptered by Secretary of State. Chapter 724, Statutes of 2022. | Current law prescribes requirements for the disposal of surplus land by a local agency, as defined. Current law provides that certain dispositions of real property by local agencies are subject to surplus land disposal procedures as they existed on December 31, 2019, without regard to specified amendments that took effect on January 1, 2020, if those dispositions comply with specified requirements and the disposition is completed not later than December 31, 2022. Current law extends the date that the disposition must be completed by to December 31, 2024, for specified properties, including properties related to the Metro North Hollywood Joint Development Project. Current law further extends the dates by which the disposition of property must be completed, as specified, if the disposition of property, the local agency's right or ability to dispose of the property, or a development project for which the property is proposed to be transferred, is the subject of judicial challenge. - This bill would extend the date by which the disposition of property must be completed to December 31, 2024, if the property is located in a charter city with a population of over 2,000,000 persons and a local agency has an option agreement duly authorized by the local agency's governing body to purchase the property from the former redevelopment agency. | |

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| Bill ID/Topic | Location | Summary | Position |
|-----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| SB 1410 Caballero D California Environmental Quality Act: transportation impacts. | 8/12/2022- A. DEAD 8/12/2022- Failed Deadline pursuant to Rule 61(b)(15). (Last location was APPR. SUSPENSE FILE on 6/29/2022) | The California Environmental Quality Act (CEQA) requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. - This bill would require the office, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines described above relating to transportation impacts. - The bill would require the office, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines. | |
| SB 1412 Hertzberg D Skilled and trained workforce requirements: prequalification. | 4/29/2022- S. DEAD 4/29/2022- Failed Deadline pursuant to Rule 61(b)(5). (Last location was JUD. on 3/24/2022) | 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 also authorizes a public entity to require that a bidder, contractor, or other entity use a skilled and trained workforce to complete a contract or project, regardless of whether the public entity is required to do so by a statute or regulation. - This bill would require a public entity, if contractors and subcontractors are required to use a skilled and trained workforce on a project, to use, or require the use of, a prescribed prequalification procedure to determine eligibility for bidding and contract awards. | |
| SB 1414 Durazo D | 8/31/2022- S. DEAD 8/31/2022- Failed Deadline | Current law provides that certain dispositions of real property by local agencies are subject to surplus land disposal procedures as they existed on December 31, 2019, without regard to specified amendments that took effect on January 1, 2020, if those dispositions comply with specified requirements. Current law extends the dates by which the disposition of property must be completed, as specified, if the disposition of property, the local | |

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| Bill ID/Topic | Location | Summary | Position |
|----------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| Surplus land disposal. | pursuant to Rule 61(b)(18). (Last location was RLS. on 2/18/2022) | agency's right or ability to dispose of the property, or a development project for which the property is proposed to be transferred, is the subject of judicial challenge. - This bill would make a nonsubstantive change to the provision extending the dates by which the disposition of property must be completed if the property is subject to judicial challenge. | |
| SB 1466 Stern D Affordable Housing and Community Development Investment Program. | 4/29/2022- S. DEAD 4/29/2022- Failed Deadline pursuant to Rule 61(b)(5). (Last location was ED. on 3/10/2022) | Would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. - The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria. | |
| SCR 68 Archuleta D First Lady Pat Nixon Memorial Highway. | 6/30/2022- S. CHAPTERED 6/30/2022- Chaptered by Secretary of State- Chapter 103, Statutes of 2022 | Would designate the portion of State Route 91, from the Pioneer Boulevard undercrossing to the Carmenita Road overcrossing, as the First Lady Pat Nixon Memorial Highway. This measure would request the Department of Transportation to determine the cost of appropriate signs showing this special designation and, upon receiving donations from non-state sources covering that cost, to erect those signs. | |

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FEDERAL LEGISLATION

| BILL/AUTHOR | DESCRIPTION | STATUS |
|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|
| HR 4346 | <p>CHIPS AND SCIENCE ACT The bill includes billions of dollars in new spending to increase domestic production of semiconductor chips and boost economic competitiveness in other industries through investments in manufacturing, research and development, and workforce development. Included in this legislation are two provisions that can support Metro’s Center for Transportation Excellence initiative, which in partnership with the County of Los Angeles aims to establish a rail rolling stock manufacturing center in Los Angeles County. Specifically, the bill provides \$10 billion over five years to create 20 regional technology and innovation hubs around the United States. It also greatly expands the Manufacturing USA program which will allow for the establishment of new Manufacturing USA Institutes around the country.</p> | 08/09/2022 - Became Public Law No: 117-167 |
| HR 5376 Rep. John Yarmuth (D-KY) | <p>BUILD BACK BETTER ACT This bill provides funding, establishes programs, and otherwise modifies provisions relating to a broad array of areas, including education, labor, child care, health care, taxes, immigration, and the environment.</p> | 11/19/21 – Passed the House Awaits action in the Senate |

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| <p>S. 1931 Sen. Tom Carper (D- DE)</p> | <p style="text-align: center;">THE SURFACE TRANSPORTATION REAUTHORIZATION ACT OF 2021</p> <p>Sets baseline funding level at a historic high of \$303.5 billion for Department of Transportation programs for highways, roads, and bridges.</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</p> |
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| H.R. 2287 / S. 1172 Rep. Ayanna Pressley (D - MA) and Sen. Ed Markey (D - MA) | <p style="text-align: center;">FREEDOM TO MOVE ACT</p> <p>A bill to direct the Secretary of Transportation to carry out a grant program to support efforts to provide fare-free transit service, and for other purposes.</p> | <p>4/15/21 – Re-introduced in the House and Senate</p> <p>8/27/20 - Board adopts a support position</p> |
| H.R. 5228 / S. 2726 Rep. Henry “Hank” C. Johnson, Jr. (D- GA) and Senator Jon Ossoff (D- GA) | <p style="text-align: center;">PUBLIC TRANSPORTATION EXPANSION ACT</p> <p>The <i>Public Transportation Expansion Act</i> would create a Federal grant program to fund public transportation expansion to serve low-income communities and connect affordable housing with transit networks, including through the provision of fareless or reduced-fare service.</p> <p>The bill would also, for the first time in decades, allow large transit operators to use federal funds for operating expenses.</p> | <p>9/10/21 – Bill introduced and referred to Transportation and Infrastructure and Financial Services Committees in the House; referred to Committee on Banking, Housing, and Urban Affairs in the Senate</p> <p>LA METRO monitoring this pending legislation</p> |

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| <p>H. R. 3684 Rep. Peter DeFazio (D-OR)</p> | <p>INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION (INVEST) IN AMERICA ACT</p> <p>The “INVEST in America Act” makes a total of \$495.4 billion in funding authorizations over five fiscal years (2021 to 2025), of which \$412.2 billion is contract authority from the Highway Trust Fund and \$83.0 billion is authorization for subsequent appropriations from the general fund. This total is an increase of over 60% above the current surface transportation bill. The bill also includes a number of policy priorities that Metro has advocated for including Local Hire, Projects of National and Regional Significance, New Starts, and workforce development.</p> | <p>7/1/21 – Passed the House 8/10/21 – Passed the Senate with substitute amendment language referred to as the Bipartisan Infrastructure Framework – short title changed to “Infrastructure Investment and Jobs Act”. 11/15/21 – Reauthorization legislation signed into law</p> <p>6/25/20 - Board adopts a Support position</p> |
| <p>H.R. 4550 Rep. David Price (D – NC)</p> | <p>TRANSPORTATION, HOUSING, AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2022</p> <p>This bill provides FY2022 appropriations to the Department of Transportation (DOT), the Department of Housing and Urban Development (HUD), and several related agencies.</p> | <p>03/15/22 – Became law as part of the H.R. 2471, the Consolidated Appropriations Act of 2022</p> |

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