

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

STATE LEGISLATION

| Bill ID/Topic | Location | Summary | Position |
|--|---|---|----------|
| <p>AB 16 Dixon R</p> <p>Motor Vehicle Fuel Tax Law: adjustment suspension.</p> | <p>3/30/2023-A. TRANS. 3/30/2023-Referred to Com. on TRANS.</p> | <p>The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes.</p> <ul style="list-style-type: none"> • This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. • The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended. | |
| <p>AB 53 Fong, Vince R</p> <p>Motor Vehicle Fuel Tax Law: suspension of tax.</p> | <p>3/30/2023-A. TRANS. 3/30/2023-Referred to Com. on TRANS.</p> | <p>Would suspend the imposition of the tax on motor vehicle fuels for one year.</p> <ul style="list-style-type: none"> • The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. • The bill would require a seller of motor vehicle fuels to provide a receipt to a | |

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| | | purchaser that indicates the amount of tax that would have otherwise applied to the transaction. | |
| AB 96 Kalra D Public employment: local public transit agencies: autonomous transit vehicle technology. | 9/21/2023-A. ENROLLED 9/21/2023-Enrolled and presented to the Governor at 3:30 p.m. | Would require a public transit employer, at least 10 months before beginning a procurement process to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of a workforce, to provide written notice to the exclusive employee representative of the workforce affected by the autonomous transit vehicle technology of its determination to begin that procurement process. <ul style="list-style-type: none"> • The bill would require the public transit employer and exclusive employee representative, upon written request by the exclusive employee representative, to commence collective bargaining within a specified time period on certain subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology. • The bill would vest the Public Employment Relations Board (PERB) with jurisdiction to process unfair practice charges alleging violations of these provisions, but only as to transit district employers where PERB has jurisdiction to process unfair practice charges. Should an employee organization file an unfair practice charge with PERB, the bill would require PERB’s powers and duties to apply, as appropriate, and would require PERB’s regulations to apply. • The bill would authorize PERB to make additional emergency regulations, as specified. | |
| AB 101 Ting D Budget Act of 2023. | 8/14/2023-S. BUDGET & F.R. 8/14/2023-Re-referred to Com. on B. & F.R. | <ul style="list-style-type: none"> • This bill would make appropriations for the support of state government for the 2023–24 fiscal year. • This bill contains other related provisions. | |

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| AB 126 Reyes D Vehicular air pollution: Clean Transportation Program: vehicle registration and identification plate service fees: smog abatement fee: extension. | 9/21/2023-A. ENROLLED 9/21/2023-Enrolled and presented to the Governor at 3:30 p.m. | Current law, until January 1, 2024, increases the smog abatement fee on certain vehicles by a specified amount and requires the revenues generated by the increase to be deposited in the Air Quality Improvement Fund and the Alternative and Renewable Fuel and Vehicle Technology Fund. Current law, until January 1, 2024, increases vehicle registration fees and certain service fees for identification plates by specified amounts. Current law requires the revenue generated by the increase in those fees to be deposited in the Alternative and Renewable Fuel and Vehicle Technology Fund and either the Air Quality Improvement Fund or the Enhanced Fleet Modernization Subaccount, as provided. • This bill would extend the increases in those charges to July 1, 2035. | |
| AB 251 Ward D California Transportation Commission: vehicle weight safety study. | 9/15/2023-A. ENROLLED 9/15/2023-Enrolled and presented to the Governor at 4 p.m. | Current law tasks the California Transportation Commission (CTC) with various transportation-related studies and reports to the Legislature. • This bill would require the CTC to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users, such as pedestrians and cyclists, and degradation to roads, and to study the costs and benefits of imposing a passenger vehicle weight fee to include consideration of vehicle weight. • The bill would require the CTC, by no later than January 1, 2026, to prepare and submit a report to the Legislature, as specified. | |
| AB 259 Lee D Wealth Tax: False Claims Act. | 3/30/2023-A. REV. & TAX 3/30/2023-Referred to Coms. on REV. & TAX. and JUD. | Would, for taxable years beginning on or after January 1, 2024, and before January 1, 2026, impose an annual tax at a rate of 1.5% of a resident of this state's worldwide net worth in excess of \$1,000,000,000, or in excess of \$500,000,000 in the case of a married taxpayer filing separately. • The bill would, for taxable years beginning on or after January 1, 2026, impose an annual tax at a rate of 1% of a resident's worldwide net worth in excess of \$50,000,000, or in excess of \$25,000,000 in the case of a married taxpayer filing separately. | |

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| | | <ul style="list-style-type: none"> • The bill would also impose, for taxable years beginning on or after January 1, 2026, an additional tax at a rate of 0.5% of a resident’s worldwide net worth in excess of \$1,000,000,000, or in excess of \$500,000,000 in the case of a married taxpayer filing separately. • The bill would describe worldwide net worth with reference to specific federal provisions and would provide that worldwide net worth does not include specific assets, including personal property situated out of state, directly held real property, or liabilities related to directly held real property. • The bill would also authorize the Franchise Tax Board to adopt regulations to carry out these provisions, including regulations regarding the valuation of certain assets that are not publicly traded. • The bill would require new certifications by taxpayers, made under penalty of perjury. | |
| AB 271 Quirk-Silva D Homeless death review committees. | 8/16/2023-A. CHAPTERED 9/1/2023-Approved by the Governor. Chaptered by Secretary of State - Chapter 135, Statutes of 2023. | Would authorize counties to establish a homeless death review committee for the purposes of gathering information to identify the root causes of death of homeless individuals and to determine strategies to improve coordination of services for the homeless population. • The bill would establish procedures for the sharing or disclosure of specified information by a homeless death review committee. | |
| AB 291 Patterson, Jim R Sales and Use Tax: exemptions: trucks for use in interstate or out-of-state commerce. | 2/2/2023-A. REV. & TAX 3/14/2023-In committee: Set, first hearing. Hearing canceled at the request of author. | State sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2024, an exemption for the sale of, or the storage, use, or other consumption of, a new, used, or remanufactured truck with an unladen weight of 6,000 pounds or more that is purchased for use | |

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| | | <p>without this state and is delivered to the purchaser within this state, and the purchaser drives or moves the vehicle to any point outside this state within 30 or 75 days, as applicable, from and after the date of delivery, if the purchaser furnishes certain documents to the manufacturer or remanufacturer.</p> <ul style="list-style-type: none"> • This bill would extend that exemption until January 1, 2029. | |
| <p>AB 309 Lee D</p> <p>The Social Housing Act.</p> | <p>9/21/2023-A. ENROLLED 9/21/2023-Enrolled and presented to the Governor at 3:30 p.m.</p> | <p>Would enact the Social Housing Act and would create, in the Department of General Services, the Social Housing Program, the mission of which would be to ensure that qualified social housing developments are produced on leased state property to help address the housing crisis, as specified.</p> <ul style="list-style-type: none"> • The bill would authorize the program to identify and develop up to 3 qualified social housing projects, as specified, with the intent to use the results to inform public policy related to developing an independent public entity to develop statewide qualified social housing. • The bill would require the program to solicit bids to develop qualified social housing units, and prioritize bids that demonstrate long-term revenue neutrality or a cost rent model, as those terms are defined. • The bill would require the program to employ 2 different leasing models, the rental model and the ownership model, as specified, in creating social housing. • The bill would prohibit a city or county from denying a social housing development authorized under the program. • The bill would authorize a city or county to propose objective design review standards, as specified, and authorize a city or county to propose modifications to mitigate any specific, adverse impacts on public health or safety, as specified. | |
| <p>AB 314 Patterson, Jim R</p> | <p>9/20/2023-A. ENROLLED 9/20/2023-Enrolled and presented to the Governor at 4 p.m.</p> | <p>Existing 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</p> | |

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| Sales and Use Tax: exemptions: trucks for use in interstate or out-of-state commerce. | | <p>personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2024, an exemption for the sale of, or the storage, use, or other consumption of, a new, used, or remanufactured truck, or a new or remanufactured trailer or semitrailer, with an unladen weight of 6,000 pounds or more that is purchased for use without this state and is delivered to the purchaser within this state, and the purchaser drives or moves the vehicle to any point outside this state within 30 or 75 days, as applicable, from and after the date of delivery, if the purchaser furnishes certain documents to the manufacturer or remanufacturer. Those documents include the purchaser's affidavit as to the exclusive use of the vehicle in interstate or foreign commerce, and the vehicle having been taken out of the state within the applicable time period.</p> <ul style="list-style-type: none"> • This bill would extend that exemption until January 1, 2029, and would similarly exempt a used trailer or semitrailer until that date. By requiring additional purchaser affidavits with respect to a used trailer or semitrailer, this bill would expand the crime of perjury and impose a state-mandated local program. • This bill contains other related provisions and other existing laws. | |
| AB 316 Aguiar-Curry D Vehicles: autonomous vehicles. | 9/22/2023-A. VETOED 9/22/2023-Vetoed by Governor. | Would require a manufacturer of an autonomous vehicle to report to the Department of Motor Vehicles a collision on a public road that involved one of its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that is operating under a testing permit that resulted in damage of property, bodily injury, or death within 10 days of the collision. | |
| AB 323 Holden D | 9/20/2023-A. ENROLLED 9/20/2023-Enrolled and presented to the Governor at 4 p.m. | Existing law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as | |

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| Density Bonus Law: purchase of density bonus units by nonprofit housing organizations: civil actions. | | <p>specified, if the developer agrees to construct, among other options, specified percentages of units for moderate, lower, or very low income households and meets other requirements.</p> <ul style="list-style-type: none"> • This bill would instead require the developer and the city or county to ensure that the for-sale unit that qualified the developer for the award of the density bonus is (1) initially sold to and occupied by a person or family of the required income, or (2) if the unit is not purchased by an income-qualified person or family within 180 days after the issuance of the certificate of occupancy, the qualified nonprofit housing organization that is receiving the above-described welfare exemption meets specified requirements, including having a determination letter from the Internal Revenue Service affirming its tax-exempt status, as specified, being based in California, and the primary activity of the nonprofit corporation being the development and preservation of affordable home ownership housing in California that incorporates within their contracts for initial purchase a repurchase option that requires a subsequent purchaser that desires to sell or convey the property to first offer the nonprofit corporation the opportunity to repurchase the property pursuant to an equity sharing agreement or a specified recorded contract that includes an affordability restriction. By imposing these requirements on local agencies with respect to density bonuses, this bill would impose a state-mandated local program. • This bill contains other related provisions and other existing laws. | |
| AB 334 Rubio, Blanca D Public contracts: conflicts of interest. | 9/5/2023-A. ENROLLED 9/5/2023-Enrolled and presented to the Governor at 3 p.m. | Current law prohibits members of the Legislature and state, county, district, judicial district, and city officers or employees from being financially interested in any contract made by them in their official capacity, or by any body or board of which they are members. Current law authorizes the Fair Political Practices Commission to commence an administrative or civil action against persons who violate this prohibition, as prescribed, and includes | |

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| | | <p>provisions for the collection of penalties after the time for judicial review of a commission order or decision has lapsed, or if all means of judicial review of the order or decision have been exhausted. Current law identifies certain remote interests in contracts that are not subject to this prohibition and other situations in which an official is not deemed to be financially interested in a contract. Existing law makes a willful violation of this prohibition a crime.</p> <ul style="list-style-type: none"> • This bill would establish that an independent contractor, who meets specified requirements, is not an officer for purposes of being subject to the prohibition on being financially interested in a contract. | |
| <p>AB 336 Cervantes D</p> <p>Contractors: workers' compensation insurance.</p> | <p>9/13/2023-A. ENROLLED 9/13/2023-Enrolled and presented to the Governor at 3 p.m.</p> | <p>Current law would require an active licensee who has on file a current and valid Certificate of Workers' Compensation Insurance or Certification of Self-Insurance, or is required to provide those certificates, to certify on the license renewal form the workers' compensation classification codes endorsed on the licensee's policy, as specified, and would prohibit renewal without that certification.</p> <ul style="list-style-type: none"> • The bill would provide that the board is not required to verify or investigate the accuracy of the licensee's classification codes and would prohibit the board from being held liable for any misreported classification codes. • The bill would require the board, when it updates the public license detail on its internet website for an active renewal, to include the classification codes certified by the licensee. • The bill would make its provisions operative on July 1, 2024. Because the bill would expand the scope of a crime under the Contractors State License Law and expand the crime of perjury, the bill would impose a state-mandated local program. | |
| <p>AB 356 Mathis R</p> | <p>7/27/2023-A. CHAPTERED 7/27/2023-Approved by the</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an</p> | |

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| California Environmental Quality Act: aesthetic impacts. | Governor. Chaptered by Secretary of State - Chapter 116, Statutes of 2023. | <p>environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. Current law, until January 1, 2024, specifies that, except as provided, a lead agency is not required to evaluate the aesthetic effects of a project and aesthetic effects are not considered significant effects on the environment if the project involves the refurbishment, conversion, repurposing, or replacement of an existing building that meets certain requirements.</p> <ul style="list-style-type: none"> • This bill would extend the operation of the above provision to January 1, 2029. • The bill would require the lead agency to file a notice with the Office of Planning and Research and the county clerk of the county in which the project is located if the lead agency determines that it is not required to evaluate the aesthetic effects of a project and determines to approve or carry out that project. By imposing additional duties on lead agencies, the bill would impose a state-mandated local program. | |
| <p>AB 361 Ward D</p> <p>Vehicles: photographs of bicycle lane parking violations.</p> | 9/13/2023-A. ENROLLED 9/13/2023-Enrolled and presented to the Governor at 3 p.m. | Current law authorizes a public transit operator, as defined, to enforce parking violations in specified transit-only traffic lanes through the use of video imaging and to install automated forward facing parking control devices on public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Current law requires a designated employee of a city, county, city and county, or a contracted law enforcement agency for a special transit district, who is qualified by the city and county or the district to issue parking citations, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Current law makes these video image records confidential, and provides that these records are | |

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| | | <p>available only to public agencies to enforce parking violations. Current law requires an operator who implements an automated enforcement system described above to report to specified committees of the Legislature on the system’s effectiveness and impact on traffic outcomes, among other things, as specified.</p> <ul style="list-style-type: none"> • This bill would, until January 1, 2030, authorize a local agency, as defined, to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes. | |
| <p>AB 400 Rubio, Blanca D</p> <p>Local agency design-build projects: authorization.</p> | <p>9/22/2023-A. CHAPTERED 9/22/2023-Approved by the Governor. Chaptered by Secretary of State - Chapter 201, Statutes of 2023.</p> | <p>Current law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of \$1,000,000, awarding the contract either to the lowest bid or the best value. “Local agency” is defined, in part, for this purpose to include specified local and regional agencies responsible for the construction of transit projects, including any joint powers authority formed to provide transit service. Current law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing the use of the design-build procurement process are repealed on January 1, 2025 .</p> <ul style="list-style-type: none"> • This bill would delete from the definition of “local agency” any joint powers authority formed to provide transit services, and would instead expand that definition to include any joint powers authority responsible for the construction of transit projects, thereby authorizing additional joint powers authorities to use the above-described design-build procurement process. • The bill would extend the repeal date to January 1, 2031. | |
| <p>AB 410 Jones-Sawyer D</p> | <p>7/6/2023-A. CHAPTERED 7/6/2023-Approved by the</p> | <p>Current law requires a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying</p> | |

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| Shared mobility devices. | Governor. Chaptered by Secretary of State - Chapter 36, Statutes of 2023. | braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity. Current law requires the sign to include the company name, email address, and telephone number of the service provider. <ul style="list-style-type: none"> • This bill would repeal the requirements relating to tactile signs described above until January 1, 2024. • The bill, commencing January 1, 2024, would add to those tactile sign requirements that the raised characters be at minimum 1/2 inch high and in a color that contrasts with the signage background, and would delete the requirement that the sign contain the email address of the service provider. | |
| AB 413 Lee D Vehicles: stopping, standing, and parking. | 9/20/2023-A. ENROLLED 9/20/2023-Enrolled and presented to the Governor at 4 p.m. | Would prohibit the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present, as specified. <ul style="list-style-type: none"> • The bill would, prior to January 1, 2025, authorize jurisdictions to only issue a warning for a violation, and would prohibit them from issuing a citation for a violation, unless the violation occurs in an area marked using paint or a sign. | |
| AB 458 Jones-Sawyer D Shared mobility devices: insurance. | 9/13/2023-A. ENROLLED 9/13/2023-Enrolled and presented to the Governor at 3 p.m. | Current law would provide that insurance coverage offered, made available, or confirmed under the above-described provisions is not a group insurance policy. <ul style="list-style-type: none"> • The bill would also provide that the requirement on shared mobility service providers to offer, make available, or confirm insurance coverage for bodily injury or death suffered by a pedestrian involving the negligent conduct of the user does not prohibit an aggregated cap on that insurance coverage, and does not limit or supersede the requirement that the commercial general liability insurance maintained by the shared mobility service provider has limits not less than \$5,000,000 aggregate for all occurrences during the policy period. | |

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| <p>AB 480 Ting D</p> <p>Surplus land.</p> | <p>9/21/2023-A. ENROLLED 9/21/2023-Enrolled and presented to the Governor at 3:30 p.m.</p> | <p>Current law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under current law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land.</p> <ul style="list-style-type: none"> • This bill would define the term “dispose” to mean the sale of the surplus property or a lease of any surplus property entered into on or after January 1, 2024, for a term longer than 15 years, including renewal options, as specified. • The bill would provide that “dispose” does not include entering a lease for surplus land on which no development or demolition will occur, regardless of the term of the lease. | |
| <p>AB 499 Rivas, Luz D</p> <p>Los Angeles County Metropolitan Transportation Authority: job order contracting: pilot program.</p> | <p>7/21/2023-A. CHAPTERED 7/21/2023-Approved by the Governor. Chaptered by Secretary of State - Chapter 87, Statutes of 2023.</p> | <p>Would establish a pilot program to authorize the Los Angeles County Metropolitan Transportation Authority to use job order contracting as a procurement method.</p> <ul style="list-style-type: none"> • The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. • The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. • The bill would establish various additional procedures and requirements for the use of job order contracting under this authorization. • The bill would require the authority, on or before January 1, 2028, to submit to the appropriate policy and fiscal committees of the Legislature a report on | Sponsor |

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| | | the use of job order contracting under the bill. These provisions would be repealed on January 1, 2029. | |
| AB 540 Wicks D Social Service Transportation Improvement Act: coordinated transportation services agencies. | 3/2/2023-A. TRANS. 3/27/2023-In committee: Set, first hearing. Hearing canceled at the request of author. | The Social Service Transportation Improvement Act requires transportation planning agencies and county transportation commissions to prepare and adopt plans detailing required steps to consolidate social service transportation services, including the designation of consolidated transportation service agencies. The act requires funding for implementation to be provided from specified local transportation funds. • This bill would require the coordination, rather than the consolidation, of social service transportation services under the act and would recharacterize consolidated transportation service agencies in the act as coordinated transportation service agencies. | |
| AB 557 Hart D Open meetings: local agencies: teleconferences. | 9/15/2023-A. ENROLLED 9/15/2023-Enrolled and presented to the Governor at 4 p.m. | The Ralph M. Brown Act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Current law, until January 1, 2024, authorizes the legislative body of a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect. Those circumstances are that (1) state or local officials have imposed or recommended measures to promote social distancing, (2) the legislative body | |

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| | | <p>is meeting for the purpose of determining whether, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees, or (3) the legislative body has previously made that determination. If there is a continuing state of emergency, or if state or local officials have imposed or recommended measures to promote social distancing, existing law requires a legislative body to make specified findings not later than 30 days after the first teleconferenced meeting, and to make those findings every 30 days thereafter, in order to continue to meet under these abbreviated teleconferencing procedures.</p> <ul style="list-style-type: none"> • This bill would revise the authority of a legislative body to hold a teleconference meeting under those abbreviated teleconferencing procedures when a declared state of emergency is in effect. | |
| <p>AB 579 Ting D</p> <p>Schoolbuses: zero-emission vehicles.</p> | <p>9/19/2023-A. ENROLLED 9/19/2023-Enrolled and presented to the Governor at 4 p.m.</p> | <p>Would require, commencing January 1, 2035, 100% of all newly purchased or contracted schoolbuses of a school district, county office of education, or charter school to be zero-emission vehicles, where feasible.</p> <ul style="list-style-type: none"> • The bill would, in order to comply with that requirement, authorize local educational agencies, as defined, to request a one-time extension for a term not to exceed 5 years if a local educational agency determines that the purchase or contracting of a zero-emission schoolbus is not feasible due to both terrain and route constraints, provided that certain conditions are met. • The bill would also, commencing January 1, 2040, authorize frontier local educational agencies, as defined, to apply for annual extensions, through January 1, 2045, to that requirement, if the frontier local educational agency determines that the purchase or contracting of a zero-emission schoolbus is not feasible due to both terrain and route constraints, provided that certain conditions are met. To the extent this requirement imposes additional duties on local educational agencies in connection with federally required pupil | |

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| | | transportation services that go beyond the requirements in federal law, the bill would impose a state-mandated local program. | |
| AB 585 Rivas, Robert D Climate change: infrastructure and clean energy projects: assessments. | 9/21/2023-A. ENROLLED 9/21/2023-Enrolled and presented to the Governor at 3:30 p.m. | Current law vests the Public Utilities Commission (PUC) with regulatory jurisdiction over public utilities, including electrical corporations, as provided. Current law requires the PUC and the State Energy Resources Conservation and Development Commission (Energy Commission) to undertake specified actions to advance the state’s clean energy and pollution reduction objectives. <ul style="list-style-type: none"> • This bill would request the California Council on Science and Technology (CCST), in its discretion, every 3 years, to assess the infrastructure project types, scale, and pace necessary to achieve the state’s energy, climate change, and air quality goals, as specified. • The bill would also require GO-Biz, in consultation with the Energy Commission, the PUC, and the state board, to prepare an assessment of the barriers, challenges, and impediments limiting the deployment and development of clean energy projects, as specified. • The bill would require GO-Biz to submit this assessment to the Legislature on or before January 1, 2026. • The bill would also require the assessment to be considered and incorporated into the work carried out by the Infrastructure Strike Team convened by the Governor. | |
| AB 587 Rivas, Robert D Public works: payroll records. | 9/5/2023-A. ENROLLED 9/5/2023-Enrolled and presented to the Governor at 3 p.m. | Current law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. Current law requires any copy of records made available for inspection as copies and furnished upon | |

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| | | <p>request to the public or any public agency to be marked or obliterated to prevent disclosure of an individual’s name, address, and social security number but specifies that any copy of records made available to a Taft-Hartley trust fund for the purposes of allocating contributions to participants be marked or obliterated only to prevent disclosure of an individual’s full social security number, as specified. Existing law makes any contractor, subcontractor, agent, or representative who neglects to comply with the requirements to keep accurate payroll records guilty of a misdemeanor.</p> <ul style="list-style-type: none"> • This bill would require any copy of records requested by, and made available for inspection by or furnished to, a multiemployer Taft-Hartley trust fund or joint labor-management committee be provided on forms provided by the Division of Labor Standards Enforcement or contain the same information as the forms provided by the division. • The bill would specify that copies of electronic certified payroll records do not satisfy payroll records requests made by Taft-Hartley trust funds and joint labor-management committees. | |
| <p>AB 645 Friedman D</p> <p>Vehicles: speed safety system pilot program.</p> | <p>9/20/2023-A. ENROLLED 9/20/2023-Enrolled and presented to the Governor at 4 p.m.</p> | <p>Would authorize, until January 1, 2032, the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco to establish a Speed Safety System Pilot Program if the system meets specified requirements.</p> <ul style="list-style-type: none"> • The bill would require a participating city or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the participating city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized. • The bill would require a participating city or city and county to issue warning | |

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| | | <p>notices rather than notices of violations for violations detected within the first 60 calendar days of the program.</p> <ul style="list-style-type: none"> • The bill would also require a participating city or city and county to develop uniform guidelines for, among other things, the processing and storage of confidential information. • The bill would designate all photographic or administrative records, not including data about the number of violations issued or the speeds at which they were issued for, made by a system as confidential, and would only authorize public agencies to use and allow access to these records for specified purposes. | |
| <p>AB 719 Boerner D</p> <p>Medi-Cal: nonmedical and nonemergency medical transportation.</p> | <p>9/19/2023-A. ENROLLED 9/19/2023-Enrolled and presented to the Governor at 4 p.m.</p> | <p>Would require the State Department of Health Care Services to require Medi-Cal managed care plans that are contracted to provide nonmedical transportation or nonemergency medical transportation to contract with public paratransit service operators who are enrolled Medi-Cal providers for the purpose of establishing reimbursement rates for nonmedical and nonemergency medical transportation trips provided by a public paratransit service operator.</p> <ul style="list-style-type: none"> • The bill would require the rates reimbursed by the managed care plan to the public paratransit service operator to be based on the department’s fee-for-service rates for nonmedical and nonemergency medical transportation service, as specified. • The bill would condition implementation of these provisions on receipt of any necessary federal approvals and the availability of federal financial participation. | |
| <p>AB 744 Carrillo, Juan D</p> | <p>9/21/2023-A. ENROLLED 9/21/2023-Enrolled and presented to the Governor at 3:30 p.m.</p> | <p>Would require the California Transportation Commission to convene relevant state agencies to assess the procurement and implementation of data, modeling, and analytic software tools to support the state’s sustainable transportation,</p> | |

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| California Transportation Commission: data, modeling, and analytic software tools procurement. | | congestion management, affordable housing, efficient land use, air quality, economic, and climate change strategies and goals, as provided. On or before July 1, 2025, the bill would require the commission to develop a proposal to procure data, modeling, and analytic software tools and a process to grant access to the data it procures directly, or provide a process for direct allocation of funding to agencies for data procurement, or both of those, as provided. | |
| AB 761 Friedman D Local finance: enhanced infrastructure financing districts. | 9/14/2023-S. RLS. 9/14/2023-Withdrawn from committee. Re-referred to Com. on RLS. | Current law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district by adopting a resolution of intention to establish the proposed district which, among other things, is required to state that an enhanced infrastructure financing district is proposed and describe the boundaries of the proposed district. Current law requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan consistent with the general plan and any relevant specific plan, and consisting of, among other things, a financing section. Current law requires that the financing section include a plan for financing the public facilities, a limit on the total number of dollars of taxes that may be allocated to the district pursuant to the plan, and a date, either not more than 45 years from the date on which the issuance of the bonds is approved for the plan on which the district will cease to exist, by which time all tax allocation to the district will end, or, where the district is divided into project areas, a date on which the infrastructure financing plan will cease to be in effect and all tax allocations to the district will end and a date on which the district's authority to repay indebtedness with incremental tax revenues will end, as specified. <ul style="list-style-type: none"> • This bill, for plans proposed on or after January 1, 2024, would specify that for the purpose of development and construction of passenger rail projects in the County of Los Angeles where at least 75% of the revenue from the district is used for debt service on a federal Transportation Infrastructure Finance and Innovation Act loan, the date on which the district will cease to exist shall not | |

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| | | <p>be more than 75 years from the date of the issuance of bonds or approval of a loan, as specified.</p> <ul style="list-style-type: none"> • This bill would make legislative findings and declarations as to the necessity of a special statute for specified districts enacted primarily for the purpose of development and construction of zero-emission mass transit projects. | |
| <p>AB 819 Bryan D</p> <p>Crimes: public transportation: fare evasion.</p> | <p>9/13/2023-A. ENROLLED 9/13/2023-Enrolled and presented to the Governor at 3 p.m.</p> | <p>Current law makes it a crime, punishable as an infraction and subsequently as a misdemeanor, for an adult to evade payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, as specified. Under existing law, a 3rd or subsequent violation of fare evasion or other listed associated violations is a misdemeanor and punishable by a fine of up to \$400 or by imprisonment in a county jail for a period of not more than 90 days, or both.</p> <ul style="list-style-type: none"> • This bill would no longer categorize as a misdemeanor a 3rd or subsequent violation, by an adult, of evading the payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, and would make a 3rd or subsequent violation punishable only by a fine of up to \$400. | |
| <p>AB 902 Rodriguez D</p> <p>Ambulances: fee and toll exemptions.</p> | <p>7/27/2023-A. CHAPTERED 7/27/2023-Approved by the Governor. Chaptered by Secretary of State - Chapter 124, Statutes of 2023.</p> | <p>Current law requires the owner or operator of a toll facility, upon the request of the local emergency service provider, to enter into an agreement for the use of a toll facility.</p> <ul style="list-style-type: none"> • This bill would clarify that the owner or operator of a toll facility is required to enter into an agreement for the use of a toll facility upon the request of a private or public local emergency service provider. | |

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| AB 1052 McCarty D Sacramento Regional Transit District: taxes. | 9/13/2023-A. ENROLLED 9/13/2023-Enrolled and presented to the Governor at 3 p.m. | Current law, the Sacramento Regional Transit District Act, creates the Sacramento Regional Transit District, with specified powers and duties relative to providing transit services in the Sacramento region. Current law authorizes the board of directors of the district to adopt a retail transactions and use tax ordinance, subject to the approval of 2/3 of the electors at a special election. <ul style="list-style-type: none"> • This bill would revise and recast those provisions related to the imposition of property taxes and retail transactions and use taxes by the district, by, among other things, explicitly authorizing the district to impose a property tax or retail transactions and use tax in the entirety of, or a portion of, the incorporated and unincorporated territory. If the tax only applies to a portion of an area of the district, the bill would require the incorporated area of each city and of contiguous cities within the district to be either wholly included within or wholly excluded from that portion that is taxed and would require the entire unincorporated area of the district to be either wholly included within or wholly excluded from that portion that is taxed. | |
| AB 1261 Santiago D Crime: witnesses and informants. | 9/21/2023-A. ENROLLED 9/21/2023-Enrolled and presented to the Governor at 3:30 p.m. | Current state law requires, upon request by specified persons, that a certifying official from a certifying entity, as defined, certify “victim helpfulness” or “victim cooperation” on specified federal supplemental forms relating to immigration when the person was a victim of a qualifying criminal activity or human trafficking, and has, is, or is likely to be helpful or cooperative regarding the investigation or prosecution of that qualifying criminal activity, as specified. <ul style="list-style-type: none"> • This bill would specify that a person submitting those forms does not have to be present in the United States at the time of filing, and would require the certifying entity to forward the form to the victim or other specified individuals without requiring the victim to provide government-issued identification. • The bill would require a certifying entity that does not certify the form regarding “victim helpfulness” to provide a written explanation for the denial | |

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| | | <p>of the certification.</p> <ul style="list-style-type: none"> • The bill would require a certifying entity to certify that form for direct victims, indirect victims, and bystander or witness victims, as specified. • The bill would prohibit a certifying entity from refusing to complete either of those forms for specified reasons, including, among others, the informant’s criminal history information or immigration history. • The bill would require the certifying entities to process those forms within 7 days if the victim asserts a qualifying family member of the victim will lose eligibility for specified immigration statuses within 60 days. | |
| <p>AB 1377 Friedman D</p> <p>Homeless Housing, Assistance, and Prevention Program.</p> | <p>9/19/2023-A. ENROLLED 9/19/2023-Enrolled and presented to the Governor at 4 p.m.</p> | <p>Current law establishes the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by a best-practices framework focused on moving homeless individuals and families into permanent housing and supporting the efforts of those individuals and families to maintain their permanent housing. Current law provides for the allocation of funding under the program among continuums of care, cities, counties, and tribes in 4 rounds, which are to be administered by the Interagency Council on Homelessness.</p> <ul style="list-style-type: none"> • This bill would require applications or planning materials for additional state funding appropriated on or after July 1, 2024, as specified, to include data and a narrative summary of specific and quantifiable steps that the applicant has taken to improve the delivery of housing and services to people experiencing homelessness or at risk of homelessness on transit facilities owned and operated by a transit agency, as defined. | <p>Sponsor</p> |

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| AB 1385 Garcia D Riverside County Transportation Commission: transaction and use tax. | 9/13/2023-A. ENROLLED 9/13/2023-Enrolled and presented to the Governor at 3 p.m. | Current law authorizes the Riverside County Transportation Commission to impose a transactions and use tax for transportation purposes subject to approval of the voters, which, pursuant to the California Constitution, requires approval of 2/3 of the voters. Current law limits the commission to a 1% maximum tax rate, and requires the commission’s tax or taxes to be levied at a rate divisible by 1/4%, unless a different rate is specifically authorized by statute. <ul style="list-style-type: none"> • This bill would raise the maximum tax rate the commission may impose from 1% to 1.5%. • This bill would make legislative findings and declarations as to the necessity of a special statute for the County of Riverside. | |
| AB 1567 Garcia D Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce Development Bond Act of 2024. | 6/14/2023-S. N.R. & W. 6/14/2023-Referred to Coms. on N.R. & W. and GOV. & F. | Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce Development Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$15,995,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, clean energy, and workforce development programs. | |
| AB 1606 Gipson D Driver’s license renewal alternatives. | 9/20/2023-A. ENROLLED 9/20/2023-Enrolled and presented to the Governor at 4 p.m. | Would, until January 1, 2035, would authorize the Director of Motor Vehicles to establish a program to evaluate the traffic safety and other effects of renewing driver’s licenses by virtual or other remote processes. <ul style="list-style-type: none"> • The bill would prohibit the program from granting such a renewal to a person who is 70 years of age or older without a test of the eyesight of the applicant. • The bill would also prohibit the department from renewing a license by virtual or other remote processes when the license has been previously renewed by that method or by mail 2 consecutive times for 5-year periods or if | |

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| | | <p>the applicant is 80 years of age or older.</p> <ul style="list-style-type: none"> • The bill would authorize the director to terminate the renewal by virtual or other remote processes at any time. | |
| <p>AB 1735 Low D</p> <p>Transit districts: prohibition orders.</p> | <p>7/13/2023-A. CHAPTERED 7/13/2023-Approved by the Governor. Chaptered by Secretary of State - Chapter 69, Statutes of 2023.</p> | <p>Current law authorizes the Sacramento Regional Transit District, the Los Angeles County Metropolitan Transportation Authority, the Fresno Area Express, and the San Francisco Bay Area Rapid Transit District to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Current law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Current law establishes notice requirements in that regard and provides for initial and administrative review of the order.</p> <ul style="list-style-type: none"> • This bill would provide that the Santa Clara Valley Transportation Authority is a transit district for purposes of these provisions regarding prohibition orders. | |
| <p>ACA 1 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p> | <p>9/20/2023-A. CHAPTERED 9/20/2023-Chaptered by Secretary of State- Chapter 173, Statutes of 2023</p> | <p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, including downpayment assistance, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, city and county, or special district, as applicable, and the proposition includes specified accountability requirements. The measure would prohibit a city, county, city and county, or special district from placing a</p> | |

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| | | proposition on the ballot pursuant to these provisions if the voters have previously approved a proposition pursuant to these provisions or the below special tax provisions until all funds from the previous proposition are committed to programs and projects listed in the specific local program or ordinance, as described. The measure, subject to certain vote thresholds, would authorize the Legislature to enact laws establishing additional accountability measures and laws for the downpayment assistance programs authorized by the measure, as specified. | |
| ACA 2 Alanis R Public resources: Water and Wildfire Resiliency Act of 2023. | 4/20/2023-A. W.,P. & W. 4/20/2023-Referred to Coms. on W., P., & W. and NAT. RES. | Would establish the Water and Wildfire Resiliency Fund within the State Treasury, and would require the Treasurer to annually transfer an amount equal to 3% of all state revenues that may be appropriated as described from the General Fund to the Water and Wildfire Resiliency Fund. The measure would require the moneys in the fund to be appropriated by the Legislature and would require that 50% of the moneys in the fund be used for water projects, as specified, and that the other 50% of the moneys in the fund be used for forest maintenance and health projects, as specified. | |
| ACA 3 Lee D Wealth tax: appropriation limits. | 3/30/2023-A. REV. & TAX 3/30/2023-Referred to Com. on REV. & TAX. | Would authorize the Legislature to impose a tax upon all forms of personal property or wealth, whether tangible or intangible, and would require any tax so imposed to be administered and collected by the Franchise Tax Board and the Department of Justice, as determined by the Legislature in statute. The measure would authorize the Legislature to classify any form of personal property or wealth for differential taxation or for exemption by a majority vote. | |
| SB 4 Wiener D Planning and zoning: housing | 9/15/2023-S. ENROLLED 9/15/2023-Enrolled and presented to the Governor at 3 p.m. | Current law, the Zenovich-Moscone-Chacon Housing and Home Finance Act, establishes the California Tax Credit Allocation Committee within the Department of Housing and Community Development. Current law requires the committee to allocate state low-income housing tax credits in conformity | |

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| development: higher education institutions and religious institutions. | | with state and federal law that establishes a maximum rent that may be charged to a tenant for a project unit constructed using low-income housing tax credits. <ul style="list-style-type: none"> • The bill would define various terms for these purposes. Among other things, the bill would require that 100% of the units, exclusive of manager units, in a housing development project eligible for approval as a use by right under these provisions be affordable to lower income households, except that 20% of the units may be for moderate-income households, and 5% of the units may be for staff of the independent institution of higher education or the religious institution that owns the land, provided that the units affordable to lower income households are offered at affordable rent, as set in an amount consistent with the rent limits established by the California Tax Credit Allocation Committee, or affordable housing cost, as specified. • The bill would authorize the development to include ancillary uses on the ground floor of the development, as specified. | |
| SB 5 Nguyen R Motor Vehicle Fuel Tax Law: limitation on adjustment. | 1/18/2023-S. GOV. & F. 5/3/2023-May 3 set for first hearing. Failed passage in committee. (Ayes 2. Noes 2.) Reconsideration granted. | The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. <ul style="list-style-type: none"> • This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. • This bill contains other related provisions. | |
| SB 32 Jones R Motor vehicle fuel tax: greenhouse | 3/8/2023-S. E.Q. 4/19/2023-April 19 set for first hearing. Failed passage in | The California Global Warming Solutions Act of 2006 requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the | |

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| gas reduction programs: suspension. | committee. (Ayes 2. Noes 3.) Reconsideration granted. | statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the State Air Resources Board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. <ul style="list-style-type: none"> • This bill would suspend the Low Carbon Fuel Standard regulations for one year. • The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. | |
| SB 34 Umberg D Surplus land disposal: violations: County of Orange. | 9/18/2023-S. ENROLLED 9/18/2023-Enrolled and presented to the Governor at 3 p.m. | Current law prescribes requirements for the disposal of land determined to be surplus land by a local agency. Those requirements include a requirement that a local agency, prior to disposing of a property or participating in negotiations to dispose of that property with a prospective transferee, send a written notice of availability of the property to specified entities, depending on the property's intended use, and send specified information in regard to the disposal of the parcel of surplus land to the Department of Housing and Community Development. Current law, among other enforcement provisions, makes a local agency that disposes of land in violation of these disposal provisions, after receiving notification of violation from the department, liable for a penalty of 30% of the final sale price of the land sold in violation for a first violation and 50% for any subsequent violation. Under current law, except as specified, a local agency has 60 days to cure or correct an alleged violation before an enforcement action may be brought. Current law provides for the deposit and use of penalty revenues for housing, as prescribed. <ul style="list-style-type: none"> • This bill, until January 1, 2030, would require the County of Orange, or any | |

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| | | <p>city located within the County of Orange, if notified by the department that its planned disposal of surplus land is in violation of existing law, to cure or correct the alleged violation within 60 days, as prescribed.</p> <ul style="list-style-type: none"> • The bill would prohibit a County of Orange jurisdiction that has not cured or corrected any alleged violation from disposing of the parcel until the department determines that it has complied with existing law or deems the alleged violation not to be a violation. | |
| <p>SB 35 Umberg D</p> <p>Community Assistance, Recovery, and Empowerment (CARE) Court Program.</p> | <p>9/21/2023-S. ENROLLED 9/21/2023-Enrolled and presented to the Governor at 4 p.m.</p> | <p>(1)Existing law, the Community Assistance, Recovery, and Empowerment (CARE) Act, authorizes specified adult persons to petition a civil court to create a voluntary CARE agreement or a court-ordered CARE plan and implement services, to be provided by county behavioral health agencies, to provide behavioral health care, including stabilization medication, housing, and other enumerated services, to adults who are currently experiencing a severe mental illness and have a diagnosis identified in the disorder class schizophrenia and other psychotic disorders, and who meet other specified criteria. Existing law requires all evaluations and reports, documents, and filings submitted to the court under CARE proceedings be kept confidential.</p> <ul style="list-style-type: none"> • This bill would authorize CARE Act proceedings to be conducted by a superior court judge or by a court-appointed commissioner or other subordinate judicial officer. • The bill would require that there is no fee for filing a petition nor any fees charged by any public officer for services in filing or serving papers or for the performance of any duty enjoined by the CARE Act. • The bill would authorize that the respondent is entitled to have an interpreter in all proceedings if necessary for the respondent’s full participation. • This bill would require county behavioral health agencies to provide health information necessary to support findings in the filings to the court, as specified, and would exempt counties and their employees from civil or | |

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| | | criminal liability for disclosure under these provisions. By increasing the reporting duties on county behavioral health agencies, this bill would create a state-mandated local program. <ul style="list-style-type: none"> • This bill contains other related provisions and other existing laws. | |
| SB 52 Durazo D Redistricting: large charter cities. | 9/21/2023-S. ENROLLED 9/21/2023-Enrolled and presented to the Governor at 4 p.m. | Would require a charter city with a population of at least 2,500,000 people to establish an independent redistricting commission to adjust the district boundaries for the city council if the city’s charter does not establish an independent redistricting commission that meets specified criteria. <ul style="list-style-type: none"> • The bill would require the commission to adjust the boundaries of the city council districts in accordance with specified criteria and deadlines. By increasing the duties on local officials, the bill would impose a state-mandated local program. | |
| SB 55 Umberg D Vehicles: catalytic converters. | 9/13/2023-S. ENROLLED 9/13/2023-Enrolled and presented to the Governor at 4 p.m. | Current law requires a core recycler that accepts, ships, or sells used catalytic converters to maintain specified information regarding the purchase and sale of the catalytic converters. Current law prohibits a core recycler from providing payment for a catalytic converter unless, among other requirements, the payment is made by check, as specified. <ul style="list-style-type: none"> • This bill, in addition to payment by check, would allow for payment by credit card or any other form of traceable payment other than cash. | |
| SB 56 Skinner D Load-serving entities: integrated resource plans. | 12/7/2022-S. RLS. 1/18/2023-Referred to Com. on RLS. | Current law requires the Public Utilities Commission to adopt a process for each load-serving entity, defined to include electrical corporations, electric service providers, and community choice aggregators, to file an integrated resource plan and a schedule for periodic updates to the plan to ensure that it meets, among other things, the state’s targets for reducing emissions of greenhouse gases and the requirement to procure at least 60% of its electricity from eligible renewable energy resources by December 31, 2030. Current law additionally requires the integrated resource plan to contribute to a diverse and | |

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| | | <p>balanced portfolio of resources needed to ensure a reliable supply of electricity that provides optimal integration of renewable energy resources in a cost-effective manner, meets the state’s targets for reducing emissions of greenhouse gases, and prevents cost shifting among load-serving entities.</p> <ul style="list-style-type: none"> • This bill would make a nonsubstantive change to the latter provision. | |
| <p>SB 69 Cortese D</p> <p>California Environmental Quality Act: local agencies: filing of notices of determination or exemption.</p> | <p>9/13/2023-S. ENROLLED 9/13/2023-Enrolled and presented to the Governor at 4 p.m.</p> | <p>The California Environmental Quality Act (CEQA) requires a local agency that approves or determines to carry out a project subject to CEQA to file a notice of determination with the county clerk of each county in which the project will be located, as provided. CEQA authorizes a local agency that determines that a project is not subject to CEQA to file a notice of exemption with the county clerk of each county in which the project will be located, as provided. CEQA requires the county clerk to make the notice available for public inspection and post the notice within 24 hours of receipt in the office or on the internet website of the county clerk, as specified. CEQA requires an action or proceeding challenging an act or decision of a public agency, including a local agency, on the grounds of noncompliance with CEQA to be commenced within certain time periods, as specified.</p> <ul style="list-style-type: none"> • This bill would require a local agency to file a notice of determination with the State Clearinghouse in the Office of Planning and Research in addition to the county clerk of each county in which the project will be located. • The bill would authorize a local agency to file a notice of exemption with the State Clearinghouse in the Office of Planning and Research in addition to the county clerk of each county in which the project will be located. • The bill would require the notice, including any subsequent or amended notice, to be posted both in the office and on the internet website of the county clerk and by the Office of Planning and Research on the State Clearinghouse internet website within 24 hours of receipt. • The bill would specify that the posting of the notice by the Office of | |

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| | | Planning and Research would not affect the applicable time periods to challenge an act or decision of a local agency, as described above. | |
| SB 88 Skinner D Pupil transportation: driver qualifications. | 9/13/2023-S. ENROLLED 9/13/2023-Enrolled and presented to the Governor at 4 p.m. | Would place various requirements upon a driver who provides certain transportation services for pupils, including, among others, by requiring these drivers to submit and clear tuberculosis risk assessments, as provided. • The bill would require any vehicle used to provide pupil transportation for compensation by a local educational agency, as defined, to be inspected, as specified, and to be equipped with a first aid kit and a fire extinguisher. | |
| SB 91 Umberg D California Environmental Quality Act: supportive and transitional housing: motel conversion: environmental leadership transit projects. | 9/20/2023-S. ENROLLED 9/20/2023-Enrolled and presented to the Governor at 4:30 p.m. | The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Current law, until January 1, 2025, exempts from CEQA projects related to the conversion of a structure with a certificate of occupancy as a motel, hotel, residential hotel, or hostel to supportive or transitional housing, as defined, that meet certain conditions. • This bill would extend indefinitely the above exemption. | |
| SB 146 Gonzalez D Public resources: infrastructure: contracting. | 7/10/2023-S. CHAPTERED 7/10/2023-Approved by the Governor. Chaptered by Secretary of State. Chapter 58, Statutes of 2023. | Existing law authorizes the Secretary of Transportation to assume the responsibilities of the United States Secretary of Transportation under the federal National Environmental Policy Act of 1969 (NEPA) and other federal environmental laws for any railroad, public transportation, or multimodal project undertaken by state agencies, as specified. Existing law provides that | |

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| | | <p>the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of these responsibilities. Existing law repeals these provisions on January 1, 2025.</p> <ul style="list-style-type: none"> • This bill would extend the above authorization to December 31, 2033. • The bill would additionally authorize the Secretary of Transportation, consistent with, and subject to the requirements of, any memorandum of understanding between the state and federal government and upon the request of a local or regional agency with the authority to implement transportation projects, to assume responsibilities under the NEPA and other federal environmental laws for any railroad, local public transportation, or multimodal project implemented by the requesting local or regional agency. • The bill would impose terms and conditions similar to those with respect to the above-described authority to assume those responsibilities for projects undertaken by state agencies, including providing consent for the jurisdiction of the federal courts, as provided. • The bill would require the secretary to report to the transportation policy committees of the Legislature regarding the assumption of responsibilities under the NEPA requested by a local or regional agency by December 31, 2033. | |
| <p>SB 149 Caballero D</p> <p>California Environmental Quality Act: administrative and judicial procedures: record of proceedings: judicial streamlining.</p> | <p>7/10/2023-S. CHAPTERED 7/10/2023-Approved by the Governor. Chaptered by Secretary of State. Chapter 60, Statutes of 2023.</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> | |

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| | | <p>CEQA provides that, in certain specified actions or proceedings, the plaintiff or petitioner may elect to prepare the record of proceedings, subject to certification of its accuracy by the public agency. CEQA requires that a copy of the certified record of proceedings be lodged with the court.</p> <ul style="list-style-type: none"> • This bill would authorize the public agency to deny the request of the plaintiff or petitioner to prepare the record of proceedings, as provided, in which case the bill would require the public agency or the real party in interest to bear the costs of preparation and certification of the record of proceedings and would prohibit the recovery of those costs from the plaintiff or petitioner. • The bill would require the court to schedule a case management conference within 30 days of the filing of an action to review the scope, timing, and cost of the record of proceedings. | |
| <p>SB 229 Umberg D</p> <p>Surplus land: disposal of property: violations: public meeting.</p> | <p>9/18/2023-S. ENROLLED 9/18/2023-Enrolled and presented to the Governor at 3 p.m.</p> | <p>Would require a local agency that is disposing of surplus land and has received a notification of violation from the Department of Housing and Community Development to hold an open and public meeting to review and consider the substance of the notice of violation.</p> <ul style="list-style-type: none"> • The bill would require the local agency’s governing body to provide prescribed notice no later than the time required by specified provisions. • The bill would prohibit the local agency’s governing body from taking final action to ratify or approve the proposed disposal of surplus land until a public meeting is held as required. • The bill would exempt from its provisions a local agency that ceases to dispose of surplus land after receiving the notice of violation. By imposing new duties on local agencies, the bill would impose a state-mandated local program. | |
| <p>SB 251 Newman D</p> | <p>2/9/2023-S. E. & C.A. 4/19/2023-April 18 set for first</p> | <p>The Political Reform Act of 1974 provides for the comprehensive regulation of conflicts of interest of public officials. The act makes a knowing or willful</p> | |

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| Political Reform Act of 1974: elected officers: conflicts of interest. | hearing. Failed passage in committee. (Ayes 2. Noes 0.) Reconsideration granted. | violation of its provisions a misdemeanor. <ul style="list-style-type: none"> • This bill would prohibit an elected officer from employment by any other elected officer with the same constituency, except if the elected officer first began their employment by the other elected officer with the same constituency on or before December 31, 2023. • The bill would not apply to statewide elected officers. | |
| SB 253 Wiener D Climate Corporate Data Accountability Act. | 9/18/2023-S. ENROLLED 9/18/2023-Enrolled and presented to the Governor at 3 p.m. | Would require the State Air Resources Board, on or before January 1, 2025, to develop and adopt regulations requiring specified partnerships, corporations, limited liability companies, and other business entities with total annual revenues in excess of \$1,000,000,000 and that do business in California, defined as “reporting entities,” to publicly disclose to the emissions reporting organization, as defined, and obtain an assurance engagement on, starting in 2026 on a date to be determined by the state board, and annually thereafter, their scope 1 and scope 2 greenhouse gas emissions, as defined, and, starting in 2027 and annually thereafter, their scope 3 greenhouse gas emissions, as defined, from the reporting entity’s prior fiscal year, as provided. <ul style="list-style-type: none"> • The bill would require the state board to review during 2029, and update as necessary on or before January 1, 2030, these deadlines to evaluate trends in scope 3 emissions reporting and to consider changes to the deadlines, as provided. • The bill would require a reporting entity to obtain an assurance engagement, performed by an independent third-party assurance provider, of the entity’s public disclosure as provided. • The bill would require the state board, in developing these regulations, to consult with the Attorney General, other government stakeholders, investors, stakeholders representing consumer and environmental justice interests, and reporting entities that have demonstrated leadership in full-scope greenhouse gas emissions accounting and public disclosure and greenhouse gas emissions | |

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| | | <p>reductions.</p> <ul style="list-style-type: none"> • The bill would also require the state board to ensure that the assurance process minimizes the need for reporting entities to engage multiple assurance providers and ensures sufficient assurance provider capacity, as well as timely reporting implementation, as required. • The bill would further require the state board to contract with an emissions reporting organization to develop a reporting program to receive and make publicly available the required disclosures. • The bill would authorize the state board, starting in 2033 and every 5 years thereafter, to assess the global greenhouse gas accounting and reporting standards and to adopt an alternative standard if it determines that using the alternative standard would more effectively further the goals of the bill. | |
| <p>SB 261 Stern D</p> <p>Greenhouse gases: climate-related financial risk.</p> | <p>9/20/2023-S. ENROLLED 9/20/2023-Enrolled and presented to the Governor at 4:30 p.m.</p> | <p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with the act. The act requires the state board to make available, and update at least annually, on its internet website the emissions of greenhouse gases, criteria pollutants, and toxic air contaminants for each facility that reports to the state board, as provided.</p> <ul style="list-style-type: none"> • This bill would require, on or before January 1, 2026, and biennially thereafter, a covered entity, as defined, to prepare a climate-related financial risk report disclosing the entity’s climate-related financial risk and measures adopted to reduce and adapt to climate-related financial risk. • The bill would require the covered entity to make a copy of the report available to the public on its own internet website. • This bill contains other related provisions. | |

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| SB 314 Ashby D County of Sacramento Redistricting Commission. | 9/18/2023-S. ENROLLED 9/18/2023-Enrolled and presented to the Governor at 3 p.m. | Would establish the Citizens Redistricting Commission in the County of Sacramento, which would be charged with adjusting the boundary lines of the districts of the Board of Supervisors of the County of Sacramento. The commission would consist of 14 members and 2 non-voting alternates who meet specified qualifications. <ul style="list-style-type: none"> • This bill would require the commission to adjust the boundaries of the supervisorial districts in accordance with specified criteria and adopt a redistricting plan in accordance with existing deadlines for the adoption of county supervisorial district boundaries. • The bill would prohibit a member of an independent redistricting commission from communicating with any individual or organization regarding redistricting matters, as specified. By increasing the duties on local officials, the bill would impose a state-mandated local program. | |
| SB 381 Min D Electric bicycles: study. | 9/20/2023-S. ENROLLED 9/20/2023-Enrolled and presented to the Governor at 4:30 p.m. | Would require the Mineta Transportation Institute at San Jose State University, in consultation with relevant stakeholders, to, on or before January 1, 2026, conduct a study on electric bicycles to inform efforts to improve the safety of users of the transportation system, and to submit a report of the findings from the study to the Legislature. <ul style="list-style-type: none"> • The bill would require the study to examine, identify, and analyze available information regarding, among other things, data on injuries, crashes, emergency room visits, and deaths related to bicycles and electric bicycles and best practices for policy to promote safe use of electric bicycles. | |
| SB 411 Portantino D Open meetings: teleconferences: neighborhood councils. | 9/11/2023-S. ENROLLED 9/11/2023-Enrolled and presented to the Governor at 3 p.m. | Would, until January 1, 2026, authorize an eligible legislative body to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if the city council has adopted an authorizing resolution and 2/3 of an eligible legislative body votes to use the alternate teleconferencing provisions. <ul style="list-style-type: none"> • The bill would define “eligible legislative body” for this purpose to mean a | |

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| | | <p>neighborhood council that is an advisory body with the purpose to promote more citizen participation in government and make government more responsive to local needs that is established pursuant to the charter of a city with a population of more than 3,000,000 people that is subject to the act.</p> <ul style="list-style-type: none"> • The bill would require an eligible legislative body authorized under the bill to provide publicly accessible physical locations for public participation, as prescribed. • The bill would also require that at least a quorum of the members of the neighborhood council participate from locations within the boundaries of the city in which the neighborhood council is established. • The bill would require that, at least once per year, at least a quorum of the members of the eligible legislative body participate in person from a singular physical location that is open to the public and within the boundaries of the eligible legislative body. | |
| <p>SB 434 Min D</p> <p>Transit operators: street harassment survey.</p> | <p>9/20/2023-S. ENROLLED 9/20/2023-Enrolled and presented to the Governor at 4:30 p.m.</p> | <p>Existing law creates various transit districts throughout the state, with specified powers and duties relative to providing public transit service. Existing law provides various provisions applicable to all public transit and transit districts. Existing law requires 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.</p> <ul style="list-style-type: none"> • This bill would require a transit operator, as defined, to collect and publish specified survey data for the purpose of informing efforts to improve the safety of riders and reduce street harassment on public transit on or before December 31, 2024, to the extent feasible with the funding it receives to conduct these activities from the Department of Transportation under a funding agreement with a transit operator to collect and publish that survey data that the bill would | <p>Support</p> |

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| | | <p>require the department to enter into on or before July 1, 2024.</p> <ul style="list-style-type: none"> • The bill would require a transit operator to conduct outreach activities with subpopulations of riders who are underrepresented in surveys and impacted by street harassment to gain insight into the perspectives of these riders based on their experiences. • The bill would authorize a transit operator to collect survey data in multiple languages to reach limited-English-proficient riders impacted by street harassment, as provided. • The bill would require a transit operator to publish and make publicly available on its internet website the survey data collected pursuant to these provisions and promptly notify the Governor and the Legislature of publication of the survey data. • The bill would provide that specified information collected by a transit operator in the 5 years before the effective date of this bill is deemed to be survey data collected by the transit operator for purposes of the bill, and that specified outreach activity conducted by a transit operator in the 5 years before the effective date of this bill is deemed to be outreach activity conducted by the transit operator for purposes of the bill. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. • This bill contains other related provisions and other existing laws. | |
| <p>SB 532 Wiener D</p> <p>San Francisco Bay area toll bridges: tolls: transit operating expenses.</p> | <p>7/5/2023-A. APPR. 8/23/2023-August 23 set for first hearing canceled at the request of author.</p> | <p>Would, until December 31, 2028, require the Bay Area Toll Authority (BATA) to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation.</p> <ul style="list-style-type: none"> • The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to the Metropolitan Transportation Commission (MTC) for | |

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| | | <p>allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified.</p> <ul style="list-style-type: none"> • The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified. | |
| <p>SB 555 Wahab D</p> <p>Stable Affordable Housing Act of 2023.</p> | <p>9/21/2023-S. ENROLLED 9/21/2023-Enrolled and presented to the Governor at 4 p.m.</p> | <p>Current law establishes various programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, homeownership for very low and low-income households, and downpayment assistance for first-time homebuyers. Current law requires the department to, on or before December 31 of each year, submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department, as prescribed.</p> <ul style="list-style-type: none"> • This bill, the Stable Affordable Housing Act of 2023, would require the department, no later than December 31, 2026, to complete a California Social Housing Study consisting of a comprehensive analysis of the opportunities, resources, obstacles, and recommendations for the creation of housing that is affordable, as defined, and social housing, as defined, at scale, to assist in meeting the need identified in the statewide projections for below market rate housing affordable to households with extremely low, very low, low, and moderate incomes in the 6th Regional Housing Needs Assessment cycle. | |
| <p>SB 614 Blakespear D</p> <p>Transportation Development Act.</p> | <p>2/15/2023-S. RLS. 2/22/2023-Referred to Com. on RLS.</p> | <p>The Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, provides for funding of local public transit systems throughout the state, as provided. The act makes legislative findings and declarations in that regard.</p> <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to the legislative findings and declarations of the act. | |

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| <p>SB 616 Gonzalez D</p> <p>Sick days: paid sick days accrual and use.</p> | <p>9/20/2023-S. ENROLLED 9/20/2023-Enrolled and presented to the Governor at 4:30 p.m.</p> | <p>Existing law, the Healthy Workplaces, Healthy Families Act of 2014 (act), establishes requirements relating to paid sick days and paid sick leave, as described. The act excludes specified employees from its provisions, including an employee covered by a valid collective bargaining agreement, as described (CBA employees).</p> <ul style="list-style-type: none"> • This bill would exclude railroad carrier employers and their employees from the act’s provisions. • This bill contains other related provisions and other existing laws. | |
| <p>SB 617 Newman D</p> <p>Public contracts: progressive design-build: local and regional agencies: transit.</p> | <p>9/7/2023-S. ENROLLED 9/7/2023-Enrolled and presented to the Governor at 4 p.m.</p> | <p>Current law, until January 1, 2029, authorizes local agencies, defined as any city, county, city and county, or special district authorized by law to provide for the production, storage, supply, treatment, or distribution of any water from any source, to use the progressive design-build process for up to 15 public works projects in excess of \$5,000,000 for each project that treats, pumps, stores, or conveys water, wastewater, recycled water, advanced treated water, or supporting facilities. Current law defines “progressive design-build” as a project delivery process in which both the design and construction of a project are procured from a single entity that is selected through a qualifications-based selection at the earliest feasible stage of the project. Current law requires the selected entity and its general partners or joint venture members to verify specified information under penalty of perjury. Current law requires local agencies to report to the Legislature by January 1, 2028, regarding the use of the progressive design-build process, as specified.</p> <ul style="list-style-type: none"> • This bill, until January 1, 2029, would similarly authorize a transit district, municipal operator, consolidated agency, joint powers authority, regional transportation agency, or local or regional agency, as described, to use the progressive design-build process for up to 10 public works projects in excess of \$5,000,000 for each project. | Support |

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| SB 638 Eggman D Climate Resiliency and Flood Protection Bond Act of 2024. | 6/15/2023-A. W.,P. & W. 7/6/2023-July 11 hearing postponed by committee. | Would enact the Climate Resiliency and Flood Protection Bond Act of 2024 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$6,000,000,000 pursuant to the State General Obligation Bond Law, for flood protection and climate resiliency projects. | |
| SB 677 Blakespear D Intercity rail: LOSSAN Rail Corridor. | 9/15/2023-S. ENROLLED 9/15/2023-Enrolled and presented to the Governor at 3 p.m. | Current law authorizes the Department of Transportation, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor, including the LOSSAN Rail Corridor. Current law provides for the allocation of state funds by the secretary to a joint powers board under an interagency transfer agreement based on an annual business plan for the intercity rail corridor and subsequent appropriation of state funds. Existing law requires the joint powers board to submit the annual business plan to the secretary for review and recommendation by April 1 of each year. Current law requires the business plan to include, among other things, a report on the performance of the corridor service, an overall operating plan, short-term and long-term capital improvement programs, funding requirements for the upcoming fiscal year, and an action plan with specific performance goals and objectives. • This bill would require the LOSSAN Rail Corridor Agency, as part of the annual business plan submitted to the secretary, to include a description of the effects of climate change on the LOSSAN corridor, to identify projects planned to increase climate resiliency on the corridor, and to discuss possible funding options for those identified projects, as specified. To the extent the bill would add to the duties of the LOSSAN Rail Corridor Agency, the bill would impose a state-mandated local program. | |

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| SB 695 Gonzalez D Department of Transportation: internet website: state highway system data and information. | 9/21/2023-S. ENROLLED 9/21/2023-Enrolled and presented to the Governor at 4 p.m. | Current law establishes the Department of Transportation and vests the department with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Current law requires the department to improve and maintain state highways. • This bill would require the department, beginning January 1, 2026, to annually prepare and make available on its internet website information and data about projects on the state highway system from the prior fiscal year, as specified, and to present this information and data to the California Transportation Commission at a regularly scheduled commission meeting on or before April 1 of each year. | |
| SB 700 Bradford D Employment discrimination: cannabis use. | 9/21/2023-S. ENROLLED 9/21/2023-Enrolled and presented to the Governor at 4 p.m. | Would make it unlawful for an employer to request information from an applicant for employment relating to the applicant’s prior use of cannabis, as specified. Under the bill, information about a person’s prior cannabis use obtained from the person’s criminal history would be exempt from the above-described existing law and bill provisions relating to prior cannabis use if the employer is permitted to consider or inquire about that information under a specified provision of the California Fair Employment and Housing Act or other state or federal law. | |
| SB 706 Caballero D Public contracts: progressive design-build: local agencies. | 9/7/2023-S. ENROLLED 9/7/2023-Enrolled and presented to the Governor at 4 p.m. | Current law, until January 1, 2029, authorizes local agencies, defined as any city, county, city and county, or special district authorized by law to provide for the production, storage, supply, treatment, or distribution of any water from any source, to use the progressive design-build process for up to 15 public works projects in excess of \$5,000,000 for each project, similar to the progressive design-build process authorized for use by the Director of General Services. • This bill would, until January 1, 2030, provide additional authority for cities, counties, cities and counties, or special districts to use the progressive design-build process for up to 10 public works in excess of \$5,000,000, not limited to | |

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| | | <p>water-related projects, excluding projects on state-owned or state-operated facilities.</p> <ul style="list-style-type: none"> • The bill would require information to be provided under penalty of perjury and would require similar reports due no later than December 31, 2028. | |
| <p>SB 710 Durazo D</p> <p>Sale of excess state highway property: State Highway Route 710 Terminus.</p> | <p>9/15/2023-S. ENROLLED 9/15/2023-Enrolled and presented to the Governor at 3 p.m.</p> | <p>Current law, if the Department of Transportation determines that real property, or an interest in the property, acquired for highway purposes is no longer necessary for those purposes, authorizes the department to sell or exchange the property or property interest in the manner and upon terms, standards, and conditions established by the California Transportation Commission, as provided. Current law authorizes the California Transportation Commission to relinquish a portion of State Highway Route 710.</p> <ul style="list-style-type: none"> • This bill would require the department to establish and administer a Terminus Regional Planning Task Force, as provided, to meet quarterly and complete and submit a report to the Legislature on the issues of traffic and potential land use related to the State Route 710 Terminus adjacent areas, as defined. • The bill would repeal these provisions on January 1, 2027. | |
| <p>SB 723 Durazo D</p> <p>Employment: rehiring and retention: displaced workers.</p> | <p>9/21/2023-S. ENROLLED 9/21/2023-Enrolled and presented to the Governor at 4 p.m.</p> | <p>Current law, until December 31, 2024, requires an employer, as defined, to offer its laid-off employees specified information about job positions that become available for which the laid-off employees are qualified, and to offer positions to those laid-off employees based on a preference system, in accordance with specified timelines and procedures. Current law, until December 31, 2024, also prohibits an employer from refusing to employ, terminating, reducing compensation, or taking other adverse action against a laid-off employee for seeking to enforce their rights under these provisions. These provisions are enforced by the Division of Labor Standards Enforcement, as prescribed. Current law defines the term “laid-off employee”</p> | |

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| | | <p>to mean any employee who was employed by the employer for 6 months or more in the 12 months preceding January 1, 2020, and whose most recent separation from active service was due to a reason related to the COVID-19 pandemic, including a public health directive, government shutdown order, lack of business, a reduction in force, or other economic, nondisciplinary reason related to the COVID-19 pandemic.</p> <ul style="list-style-type: none"> • This bill would redefine “laid-off employee” to mean any employee who was employed by the employer for 6 months or more and whose most recent separation from active employment by the employer occurred on or after March 4, 2020, and was due to a reason related to the COVID-19 pandemic, including a public health directive, government shutdown order, lack of business, reduction in force, or other economic nondisciplinary reason due to the COVID-19 pandemic. | |
| <p>SB 724 Glazer D</p> <p>Political Reform Act of 1974: communications.</p> | <p>8/28/2023-A. APPR. 9/1/2023-September 1 hearing postponed by committee.</p> | <p>The Political Reform Act of 1974, among other things, requires the disclosure of certain payments of or promises to pay \$50,000 or more for a communication that clearly identifies a candidate for elective state office, but does not expressly advocate the election or defeat of the candidate, and that is disseminated, broadcast, or otherwise published within 45 days of an election, as specified. The Act also requires disclosure by any person who receives or is promised a payment totaling \$5,000 or more for the purpose of making such a communication, unless the person who receives the payment is in the business of providing goods or services and receives or is promised the payment for the purpose of providing those goods or services.</p> <ul style="list-style-type: none"> • This bill would also require the disclosure of any payment of or promise to pay \$25,000 or more for a communication that clearly identifies an elected state officer, and educates the public about the previous votes cast by the elected state officer or about the source of campaign donations received by the | |

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| | | elected state officer, and that is disseminated, broadcast, or otherwise published within 150 days of an election, as specified. | |
| SB 731 Ashby D Employment discrimination: unlawful practices: work from home: disability. | 9/13/2023-S. ENROLLED 9/13/2023-Enrolled and presented to the Governor at 4 p.m. | The California Fair Employment and Housing Act (FEHA) makes it an unlawful practice for an employer or other entity to fail to make reasonable accommodation for the known physical or mental disability of an applicant or employee. FEHA further makes it an unlawful practice for an employer or other entity to fail to engage in a timely, good faith, interactive process with the employee or applicant to determine effective reasonable accommodations, if any, in response to a request for reasonable accommodation by an employee or applicant with a known physical or mental disability or known medical condition. <ul style="list-style-type: none"> • This bill would make it an unlawful employment practice for an employer to fail to provide to an employee who is working from home at least 30 calendar days' advance notice before requiring the employee to return to work in person. • The bill would prohibit an employee from being required to return to work in person until the employer provides notice in accordance with the bill. • The bill would require that notice be written and sent by mail or email and include, at a minimum, prescribed text with information about the rights of an employee to reasonable accommodation for a disability. | |
| SB 746 Eggman D Energy conservation contracts: alternate energy equipment: green hydrogen: Tri-Valley-San Joaquin Valley Regional Rail Authority. | 9/13/2023-S. ENROLLED 9/13/2023-Enrolled and presented to the Governor at 4 p.m. | Current law authorizes a public agency to enter into an energy service contract and related facility ground lease if the governing body finds, among other things, that the anticipated cost to the public agency for thermal or electrical energy or conservation services provided by the energy conservation facility under the contract will be less than the anticipated marginal cost to the agency of thermal, electrical, or other energy that would have been consumed by the public agency in the absence of those purchases. Current law additionally | |

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| | | <p>authorizes a public agency to enter into a facility financing contract and a facility ground lease upon meeting certain requirements and finding that funds for the repayment of the financing or other specified contract costs are projected to be available from revenues resulting from sales of electricity or thermal energy from the facility or other sources. Current law authorizes a public agency to enter into contracts for the sale of electricity, electrical generating capacity, or thermal energy produced by the energy conservation facility at such rates and terms as are approved by its governing body.</p> <ul style="list-style-type: none"> • This bill would authorize the Tri-Valley-San Joaquin Valley Regional Rail Authority, in addition to its authority to enter into contracts described above, to enter into energy service contracts, facility financing contracts, and contracts for the sale of specified energy resources relating to green electrolytic hydrogen, as defined, for use by the authority for purposes of financing the construction and operation of passenger rail service through the Altamont Pass Corridor. • This bill would make legislative findings and declarations as to the necessity of a special statute for the Tri-Valley-San Joaquin Valley Regional Rail Authority. | |
| <p>SB 747 Caballero D</p> <p>Land use: surplus land.</p> | <p>9/21/2023-S. ENROLLED 9/21/2023-Enrolled and presented to the Governor at 4 p.m.</p> | <p>Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines terms for these purposes. Existing law defines “surplus land” to generally mean land owned in fee simple by a local agency for which the local agency’s governing body takes formal action in a public meeting declaring that the land is surplus and not necessary for the agency’s use. Current law defines “agency’s use” to include land that is being used, is planned to be used pursuant to a written plan adopted by the local agency’s governing board, or is disposed of to support agency work or operations. Current law excludes from “agency’s use” commercial or industrial uses or activities, or property disposed of for the sole purpose of investment or</p> | |

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| | | <p>generation of revenue, unless the local agency is a district, except as specified, and the agency’s governing body takes specified actions in a public meeting. Current law excludes from these requirements the disposal of exempt surplus land by an agency of the state or any local government. Current law requires a local agency to declare land as either surplus land or exempt surplus land, as supported by written findings, before a local agency may take any action to dispose of it. Under existing law, exempt surplus land includes, among other types of land, property that is used by a district for an “agency’s use” as expressly authorized, land for specified developments, including a mixed-use development, if put out to open, competitive bid by a local agency, as specified, and surplus land that is subject to specified valid legal restrictions.</p> <ul style="list-style-type: none"> • This bill would define the term “dispose” for these purposes to mean the sale of the surplus property or a lease of any surplus property entered into on or after January 1, 2024, for a term longer than 15 years, including renewal options, as specified. | |
| <p>SB 757 Archuleta D</p> <p>Railroads: contract crew transportation vehicles.</p> | <p>9/21/2023-S. ENROLLED 9/21/2023-Enrolled and presented to the Governor at 4 p.m.</p> | <p>The Passenger Charter-party Carriers’ Act, with certain exceptions, requires a charter-party carrier of passengers that engages in transportation services subject to regulation by the Public Utilities Commission to obtain a specified certificate or permit, as appropriate, from the commission, subject to various requirements. A violation of the act is a crime.</p> <ul style="list-style-type: none"> • This bill would define the term “contract crew transportation vehicle” as a motor vehicle primarily used by third parties under contract with a railroad corporation to transport railroad crews, as specified. • The bill would prohibit the operation of a contract crew transportation vehicle without a valid permit, as determined by the commission. • The bill would specify insurance requirements for operating a contract crew transportation vehicle. | |

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| | | <ul style="list-style-type: none"> • The bill would exempt carpools and motor vehicles operated by railroad employees from the bill’s provisions. | |
| SB 790 Padilla D Public records: contracts for goods and services. | 7/13/2023-S. CHAPTERED 7/13/2023-Approved by the Governor. Chaptered by Secretary of State. Chapter 77, Statutes of 2023. | The California Public Records Act requires public records to be open to inspection at all times during the office hours of the state or local agency that retains those records, and provides that every person has a right to inspect any public record, except as provided. The act requires state and local agencies to make public records available upon receipt of a request for a copy that reasonably describes an identifiable record not otherwise exempt from disclosure, and upon payment of fees to cover costs. <ul style="list-style-type: none"> • This bill would provide that any executed contract for the purchase of goods or services by a state or local agency, including the price and terms of payment, is a public record subject to disclosure under the act. | |
| SB 825 Limón D Local government: public broadband services. | 9/8/2023-S. CHAPTERED 9/8/2023-Approved by the Governor. Chaptered by Secretary of State. Chapter 186, Statutes of 2023. | Would add metropolitan planning organizations and regional transportation planning authorities to that list of local government agencies included in the definition of “local agency.” | |
| SB 867 Allen D Drought, Flood, and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, Park Creation and | 6/20/2023-A. NAT. RES. 7/6/2023-July 10 hearing postponed by committee. | Would enact the Drought, Flood, and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, Park Creation and Outdoor Access, and Clean Energy Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$15,500,000,000 pursuant to the State General Obligation Bond Law to finance projects for drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate smart agriculture, park creation and outdoor access, and clean energy programs. | |

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| Outdoor Access, and Clean Energy Bond Act of 2024. | | | |

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FEDERAL LEGISLATION

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

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

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

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| <p>H.R. 5228 / S. 2726</p> <p>Rep. Henry “Hank” C. Johnson, Jr. (D-GA) and Senator Jon Ossoff (D-GA)</p> | <p 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> |
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| <p>H. R. 3684</p> <p>Rep. Peter DeFazio (D-OR)</p> | <p style="text-align: center;">INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION (INVEST) IN AMERICA ACT</p> <p>The “INVEST in America Act” makes a total of \$495.4 billion in funding authorizations over five fiscal years (2021 to 2025), of which \$412.2 billion is contract authority from the Highway Trust Fund and \$83.0 billion is authorization for subsequent appropriations from the general fund. This total is an increase of over 60% above the current surface transportation bill. The bill also includes a number of policy priorities that Metro has advocated for including Local Hire, Projects of National and Regional Significance, New Starts, and workforce development.</p> | <p>7/1/21 – Passed the House 8/10/21 – Passed the Senate with substitute amendment language referred to as the Bipartisan Infrastructure Framework – short title changed to “Infrastructure Investment and Jobs Act”. 11/15/21 – Reauthorization legislation signed into law</p> |
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| | | 6/25/20 - Board adopts a Support position |
| H.R. 4550 Rep. David Price (D – NC) | TRANSPORTATION, HOUSING, AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2022 This bill provides FY2022 appropriations to the Department of Transportation (DOT), the Department of Housing and Urban Development (HUD), and several related agencies. | 03/15/22 – Became law as part of the H.R. 2471, the Consolidated Appropriations Act of 2022 |

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