



**Orange County Transportation Authority Legislative Matrix**

**2024 State Legislation Session  
July 18, 2024**

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<b>BILLS WITH POSITIONS</b>			
<p>► <b>AB 6</b> <b>(Friedman – D)</b></p> <p>Transportation Planning: Regional Transportation Plans: Reduction of Greenhouse Gas Emissions</p>	<p>Requires the State Air Resources Board to update regional targets indefinitely for the reduction of greenhouse gas emissions and requires a metropolitan planning organization, prior to adopting amendments to a regional transportation plan, to quantify the reduction in the emissions of greenhouse gases projected to be achieved by the amendments and set forth the difference between the amount of reduction and the regional targets set forth by the state board.</p>	<p><b>INTRODUCED:</b> 12/05/2022 <b>LOCATION:</b> Senate Transportation Committee <b>LAST AMEND:</b> 05/30/2024</p> <p><b>STATUS:</b> 06/11/2024 <i>In SENATE Committee on TRANSPORTATION. Set, first hearing. Hearing canceled at the request of author.</i></p>	<p>Oppose (partial list)</p> <p>Support: 350 Bay Area Action, Streets For All, California Environmental Voters</p> <p>Oppose: Mobility 21, Orange County Business Council, Rebuild SoCal Partnership, Transportation California, San Bernardino County Transportation Authority (SBCTA), Riverside County Transportation Commission (RCTC)</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p><b>AB 7 (Friedman – D)</b></p> <p>Transportation: Planning: Project Selection Processes</p>	<p>Requires the California State Transportation Agency, the California Department of Transportation, and the California Transportation Commission to incorporate specified principles into their existing program funding guidelines and processes.</p>	<p><b>INTRODUCED:</b> 12/05/2022  <b>LOCATION:</b> Senate Appropriations Committee  <b>LAST AMEND:</b> 09/01/2023</p> <p><b>STATUS:</b> 09/14/2023  In SENATE. Failed Deadline pursuant to Rule 61(a)(14).</p>	<p>Oppose (partial list)</p> <p>Support: Coalition for Clean Air, Streets For All, California Environmental Voters</p> <p>Oppose: Mobility 21, Orange County Business Council, Rebuild SoCal Partnership, Transportation California, RCTC, SBCTA</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>AB 817</b> <b>(Pacheco – D)</b></p> <p>Open Meetings: Teleconferencing: Subsidiary Body</p>	<p>Relates to the Ralph Brown Act. Authorizes a subsidiary body to use alternative teleconferencing provisions similar to the emergency provisions until January 1, 2026, and without regard to a state of emergency. The bill would require at least one staff member of a local agency to be present at the physical location during the meeting, require the agenda to be posted at the physical location, and require members of the subsidiary body to appear on camera during the publicly accessible open portion of a meeting via the internet.</p>	<p><b>INTRODUCED:</b> 02/13/2023 <b>LOCATION:</b> Senate Local Government Committee <b>LAST AMEND:</b> 05/29/2024</p> <p><b>STATUS:</b> 06/05/2024 <i>In SENATE Committee on LOCAL GOVERNMENT. Second hearing set. Failed passage. Reconsideration granted.</i></p>	<p>Support (partial list)</p> <p>Support: California Association of Recreation and Park Districts (co-sponsor), League of California Cities (co-sponsor), Rural County Representatives of California (co-sponsor), and the Urban Counties of California (co-sponsor), Los Angeles County Metropolitan Transportation Authority, Metropolitan Transportation Commission</p> <p>Oppose: ACLU California Action, California Broadcasters Association, Orange County Press Club</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>AB 2043</b> <b>(Boerner – D)</b></p> <p>Medi-Cal: Nonmedical and Nonemergency Medical Transportation</p>	<p>Requires the State Department of Health Care Services (DHCS) to require Medi-Cal managed care plans to contract with public paratransit operators to establish reimbursement rates for nonmedical and nonemergency medical transportation trips and requires the reimbursement rates by the managed care plan to the public paratransit operator be based on the fee-for-service rates determined by DHCS for nonmedical transportation service that does not include fixed-route transportation service.</p>	<p><b>INTRODUCED:</b> 02/01/2024 <b>LOCATION:</b> <i>Senate Appropriations Committee</i> <b>LAST AMEND:</b> 04/01/2024</p> <p><b>STATUS:</b> 06/24/2024 <i>In SENATE Committee on APPROPRIATIONS. Referred to suspense file.</i></p>	<p>Support</p> <p>Support: San Diego Metropolitan Transit System (sponsor), AARP, California Special Districts Association, Eastern Sierra Transit Authority, Stanislaus Regional Transit Authority, California Transit Association</p>
<p>► <b>AB 2259</b> <b>(Boerner – D)</b></p> <p>Transportation: Bicycle Safety Handbook</p>	<p>Would require CalSTA to develop and distribute, on or before September 1, 2025, a bicycle safety handbook that includes information on, among other things, existing laws regulating bicycles and e-bikes. CalSTA must make a downloadable electronic version of the bicycle safety handbook available online. CalSTA will also be required to collaborate with other state agencies to develop the handbook.</p>	<p><b>INTRODUCED:</b> 02/08/2024 <b>LOCATION:</b> <i>Senate Appropriations Committee</i> <b>LAST AMEND:</b> 05/16/2024</p> <p><b>STATUS:</b> 06/24/2024 <i>In SENATE Committee on APPROPRIATIONS. Referred to suspense file.</i></p>	<p>Support (partial list)</p> <p>Support: California Association of Bicycling Organizations, <i>Automobile Club of Southern California (AAA)</i>, <i>California Bicycle Coalition</i>, <i>Transportation Agency for Monterey County</i></p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p><b>AB 2535 (Bonta – D)</b></p> <p>Trade Corridor Enhancement Program</p>	<p>Would require, starting January 1, 2025, the CTC, HCD, and CARB to create new guidance, which would need to be incorporated into the programming cycle starting January 1, 2028, for TCEP for the programming of projects that expand the physical footprint of a highway to address the impact on the highest ten percent of CalEnviroScreen communities.</p>	<p><b>INTRODUCED:</b> 02/13/2024  <b>LOCATION:</b> Assembly  Transportation Committee  <b>LAST AMEND:</b> 04/24/2024</p> <p><b>STATUS:</b> 05/16/2024  In ASSEMBLY Committee on  TRANSPORTATION. Held under  submission in committee.</p>	<p>Oppose (partial list)</p> <p>Support: Sierra Club  California, Greenlining  Institute, Streets for All,  Environmental California,  Environmental Defense  Fund, Coalition for Clean  Air</p> <p>Oppose: Riverside County  Transportation  Commission, Contra Costa  Transportation Authority,  League of California Cities,  California Chamber of  Commerce, California  Business Roundtable,  Transportation California,  United Contractors</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>SB 768</b> <b>(Caballero – D)</b></p> <p>California Environmental Quality Act: Transportation Agency: Vehicle Miles Traveled: Study</p>	<p><i>Would require CalSTA, by January 1, 2028, to study how VMT is used as a metric for measuring transportation impacts pursuant to CEQA guidelines created from SB 743 (Chapter 386, Statutes of 2013). CalSTA would be required to consult with local governments and other interested parties, including state agencies, local agencies, or organizations represented by member agencies in industry organizations.</i></p>	<p><b>INTRODUCED:</b> 02/17/2023 <b>LOCATION:</b> Assembly Appropriations Committee <b>LAST AMEND:</b> 05/29/2024 <b>HEARING:</b> 07/02/2024</p> <p><b>STATUS:</b> 06/26/2024 <i>In ASSEMBLY Committee on APPROPRIATIONS. June 26 meeting postponed by committee.</i></p>	<p><b>STAFF RECOMMENDS SUPPORT</b> (partial list)</p> <p><i>Support: California State Association of Counties, Contra Costa Transportation Authority, League of California Cities, Riverside County Transportation Commission, Transportation California</i></p>

## BILLS BEING MONITORED

### **AB 99 (Connolly, D) Department of Transportation: state roads and highways: integrated pest management.**

**Introduced:** 01/09/2023

**Last Amended:** 07/13/2023

**Status:** 09/01/2023 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/14/2023) (May be acted upon Jan 2024)

**Location:** 09/01/2023 - Senate 2 YEAR

**Summary:** Would require the Department of Transportation to adopt, on or before January 1, 2025, a statewide policy to use integrated pest management, as defined, on state roads and highways, as specified, and to implement the statewide policy in cities or counties that have adopted integrated pest management approaches to roadside vegetation management. The bill would require the Department of Transportation, in developing the statewide policy, to consult with the Department of Pesticide Regulation and the University of California Statewide Integrated Pest Management Program. The bill would require the Department of Transportation, when operating in a city or a county that has adopted an integrated pest management policy that is more restrictive than the statewide policy, to the extent feasible, to operate in a manner consistent with the city's or county's integrated pest management policy, as specified. The bill would require the Department of Transportation, on or before December 31, 2025, and annually thereafter, to make publicly available on its internet website the amount, location, and type of pesticides, and the pesticide formulation, by city and county, it uses, and, at least 24 hours before applying a pesticide, would require the Department of Transportation to provide on its internet website and mobile application, and through any other means of communication deemed appropriate by the applicable state transportation district, information on when and where it plans to apply the pesticide.

**Subject:** Public Works

### **AB 382 (Cervantes, D) High-occupancy vehicle lanes: County of Riverside.**

**Introduced:** 02/02/2023

**Status:** 09/14/2023 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2023) (May be acted upon Jan 2024)

**Location:** 09/14/2023 - Senate 2 YEAR

**Summary:** Current law authorizes a regional transportation agency, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit. Current law authorizes a value pricing and transit program involving HOT lanes to be developed and operated on State Highway Route 15 in the County of Riverside by the Riverside County Transportation Commission. Current law requires the Department of Transportation to report to the transportation policy committees of the Legislature, on or before January 1, 2020, on the feasibility and appropriateness of limiting the use of high-occupancy vehicle lanes to high-occupancy vehicles and eligible vehicles, as defined, only during the hours of heavy commuter traffic on both State Route 91 between Interstate 15 and Interstate 215 in the County of Riverside, and State Route 60 in the County of Riverside. Separate from that report, this bill would require the Transportation Agency, on or before January 1, 2025, to report to the transportation policy committees of the Legislature on that same topic and on the feasibility and appropriateness of removing from high-occupancy vehicle lanes in the County of Riverside, except for certain high-occupancy toll lanes, any double parallel solid lines to restrict the entrance into or exit from those lanes, including the use of the appropriate markings and signage.

**Subject:** Planning

**AB 518 (Wicks, D) Paid family leave: eligibility: care for designated persons.**

**Introduced:** 02/07/2023

**Last Amended:** 09/08/2023

**Status:** 09/14/2023 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2023) (May be acted upon Jan 2024)

**Location:** 09/14/2023 - Senate 2 YEAR

**Summary:** Current unemployment compensation disability law requires workers to pay contribution rates based on, among other things, wages received in employment and benefit disbursement, for payment into the Unemployment Compensation Disability Fund, a special fund in the State Treasury. That fund is continuously appropriated for the purpose of providing disability benefits and making payment of expenses in administering those provisions. Current law establishes, within the above state disability insurance program, a family temporary disability insurance program, also known as the paid family leave program, for the provision of wage replacement benefits for up to 8 weeks to workers who take time off work for prescribed purposes, including to care for a seriously ill family member. Current law defines terms for its purposes, including "family care leave" and "family member." This bill would expand eligibility for benefits under the paid family leave program to include individuals who take time off work to care for a seriously ill designated person. The bill would define "designated person" to mean any individual related by blood or whose association with the employee is the equivalent of a family relationship.

**Subject:** Employment

**AB 637 (Jackson, D) Zero-emission vehicles: fleet owners: rental vehicles.**

**Introduced:** 02/09/2023

**Last Amended:** 06/12/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 0.) (June 25). Re-referred to Com. on APPR.

**Location:** 06/26/2024 - Senate Appropriations

**Summary:** The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. Current law also generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Current law requires the state board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution the state board has found to be necessary, cost effective, and technologically feasible, to carry out specified purposes, unless preempted by federal law. This bill would, if the state board requires a fleet owner to acquire zero-emission vehicles as part of its fleet, require the state board to authorize the rental of a zero-emission vehicle or vehicles for a cumulative total of 260 days in a calendar year to be deemed ownership of one zero-emission vehicle for purposes of meeting that obligation.

**Subject:** Zero Emission



**AB 761 (Friedman, D) Local finance: enhanced infrastructure financing districts.**

**Introduced:** 02/13/2023

**Last Amended:** 05/20/2024

**Status:** 05/30/2024 - Read second time. Ordered to third reading.

**Hearing:** 07/01/2024

**Location:** 05/30/2024 - Senate THIRD READING

**Summary:** 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. This bill, for plans proposed on or after January 1, 2025, would specify that for the purpose of development and construction of passenger rail projects in the County of Los Angeles where at least 75% of the revenue from the district is used for debt service on a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the approval of a TIFIA loan, as specified.

**Subject:** Transit

**AB 824 (Calderon, D) Highway greening: statewide strategic plan.**

**Introduced:** 02/13/2023

**Last Amended:** 07/03/2023

**Status:** 09/01/2023 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/14/2023) (May be acted upon Jan 2024)

**Location:** 09/01/2023 - Senate 2 YEAR

**Summary:** Would enact the Highway Greening Act, which would require the department to complete a statewide strategic plan, as specified, to work to achieve at least a 10% increase of green highways, as defined, in urban areas, disadvantaged communities, and low-income communities by 2035. The bill would require the Department of Transportation to submit the plan to the Legislature and specified committees of the Legislature on or before June 30, 2025.

**Subject:** Public Works

**AB 832 (Cervantes, D) California Transportation Commission: membership.**

**Introduced:** 02/13/2023

**Last Amended:** 03/01/2023

**Status:** 09/14/2023 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2023) (May be acted upon Jan 2024)

**Location:** 09/14/2023 - Senate 2 YEAR

**Summary:** Under current law, the California Transportation Commission consists of 13 members, including 9 members appointed by the Governor with the advice and consent of the Senate, one member appointed by the Speaker of the Assembly, and one member appointed by the Senate Committee on Rules, as specified. Current law requires the Governor, in appointing those members to the commission, to make every effort to ensure, among other things, the commission has a diverse membership with expertise in transportation issues, taking into consideration factors, including, but not limited to, socioeconomic background and professional experience, which may include experience working in, or representing, disadvantaged communities. This bill would require that at least one of those Governor-appointed members of the commission have expertise in transportation issues and professional experience that includes experience working in, or representing, disadvantaged communities.

**Subject:** Miscellaneous

**AB 930 (Friedman, D) Local government: infrastructure financing districts: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts: housing development: restrictive covenants.**

**Introduced:** 02/14/2023

**Last Amended:** 06/13/2024

**Status:** 06/13/2024 - Read second time and amended. Re-referred to Com. on HOUSING.

**Hearing:** 07/02/2024

**Location:** 06/11/2024 - Senate Housing

**Summary:** Current law authorizes certain local agencies to form a community revitalization authority within a community revitalization and investment area, as described, and authorizes an authority to, among other things, provide for low- and moderate-income housing and issue bonds, as provided. Current law authorizes a community revitalization and investment plan to provide for the division of taxes within the plan area. This bill would authorize the legislative bodies of 2 or more specified local governments to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California district (RISE district) in accordance with specified procedures. The bill would require at least one of the local governments to be a city or county within the proposed RISE district boundaries. The bill would authorize a local government that lacks the authority to levy a property tax to join a RISE district, by resolution, as specified. The bill would prohibit a RISE district from including territory within the jurisdiction of a participating local government unless the city or county where the territory is located is also a participating local government.

**Subject:** Planning

**AB 1017 (Holden, D) Homelessness: Striking Worker Emergency Homelessness Prevention program.**

**Introduced:** 02/15/2023

**Last Amended:** 09/13/2023

**Status:** 09/14/2023 - Read second time. Ordered to third reading. Re-referred to Com. on RLS pursuant to Senate Rule 29.10(c).

**Location:** 09/14/2023 - Senate Rules

**Summary:** Would, upon appropriation by the Legislature, create within the Encampment Resolution Funding program the Striking Worker Emergency Homelessness Prevention (SWEHP) program administered by the Labor and Workforce Development Agency. The bill would specify that purpose of the program would be to prevent workers suffering strike-related hardship, as defined, from becoming homeless due to a prolonged labor dispute by making zero-interest loans available to eligible striking workers to assist them in paying their housing costs. The bill would require the agency, in consultation with the Business, Consumer Services, and Housing Agency, to develop an internet website and online application for the program, as specified. The bill would require an applicant for the program to electronically sign a declaration of strike-related hardship, as specified, under penalty of perjury. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. The bill would make other conforming changes to the Encampment Resolution Funding program.

**Subject:** Planning

**AB 1250 (Friedman, D) Department of Transportation: low-carbon materials.**

**Introduced:** 02/16/2023

**Last Amended:** 08/14/2023

**Status:** 09/01/2023 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/21/2023) (May be acted upon Jan 2024)

**Location:** 09/01/2023 - Senate 2 YEAR

**Summary:** Would require the Secretary of Transportation, in consultation with the Director of Transportation, to submit a report to the Legislature that discusses, among other things, the global warming potential, as defined, associated with certain materials currently used in state transportation projects, alternative and emerging materials with lower carbon emissions or net-negative carbon emissions, and strategies for using materials with lower carbon materials. The bill would require the department to report to the Legislature annually on the department's progress in implementing the strategies described above.

**Subject:** Public Works

**AB 1335 (Zbur, D) Local government: transportation planning and land use: sustainable communities strategy.**

**Introduced:** 02/16/2023

**Last Amended:** 06/22/2023

**Status:** 09/01/2023 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 7/12/2023) (May be acted upon Jan 2024)

**Location:** 09/01/2023 - Senate 2 YEAR

**Summary:** Current law requires specified designated transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, as described. Current law requires the plan to include specified information, including a sustainable communities strategy prepared by each metropolitan planning organization, and requires each transportation planning agency to adopt and submit, every 4 years, an updated plan to the California Transportation Commission and the Department of Transportation. Current law requires the sustainable communities strategy to include specified information, including an identification of areas within the region sufficient to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and an identification of areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified. This bill would additionally require each metropolitan planning organization to include in the sustainable communities strategy the total number of new housing units necessary to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and the total number of new housing units necessary to house the above-described 8-year projection.

**Subject:** Planning

**AB 1447 (Flora, R) Vehicles: motorized scooters.**

**Introduced:** 02/17/2023

**Last Amended:** 09/08/2023

**Status:** 03/04/2024 - Withdrawn from committee. Withdrawn from committee.

**Location:** 09/11/2023 - Senate Rules

**Summary:** This bill would change the definition of a motorized scooter by including 3-wheeled devices, limiting its maximum weight to 200 pounds and width to 3 feet, and specifying that it is powered by a motor that ceases to provide power at 20 miles per hour. The bill would require a manufacturer of a motorized scooter to apply a sticker to certain motorized scooters certifying the scooter is capable of achieving braking requirements, as specified, and would prohibit a person from operating a motorized scooter that does not have that certifying sticker and, if the scooter is capable of exceeding 15 miles per hour, a speedometer in good working order. The bill would prohibit a person from operating a motorized scooter in excess of 15 miles per hour while standing up or in excess of 20 miles per hour while sitting down. This bill contains other related provisions and other existing laws.

**Subject:** Active Transportation

**AB 1463 (Lowenthal, D) Automated license plate recognition systems: retention and use of information.**

**Introduced:** 02/17/2023

**Last Amended:** 07/03/2023

**Status:** 07/11/2023 - In committee: Set, first hearing. Failed passage. Reconsideration granted. (Set for hearing on 07/02/2024)

**Location:** 06/20/2024 - Senate Judiciary

**Summary:** Current law requires automated license plate recognition (ALPR) operators and ALPR end-users, as those terms are defined, to implement usage and privacy policies and to maintain reasonable security procedures and practices regarding ALPR information, as specified. Current law requires the usage and privacy policy implemented by an ALPR operator or an ALPR end-user to include the length of time ALPR information will be retained and the process the ALPR operator or ALPR end-user will utilize to determine if and when to destroy retained ALPR information. This bill would require an ALPR operator or ALPR end-user that is a public agency, excluding an airport authority, to include in those policies, procedures, and practices a requirement that ALPR information that does not match information on a hot list, as defined, be purged in 30 days, as specified. The bill would also prohibit those ALPR operators and end-users from accessing ALPR information that is older than 60 days, except as specified.

**AB 1774 (Dixon, R) Vehicles: electric bicycles.**

**Introduced:** 01/03/2024

**Status:** 06/25/2024 - Enrolled and presented to the Governor at 4 p.m.

**Location:** 06/25/2024 - Assembly ENROLLED

**Summary:** Current law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts and requires electric bicycles to comply with specified equipment and manufacturing requirements. Current law prohibits a person from tampering with or modifying an electric bicycle so as to change the speed capability of the bicycle, unless they appropriately replace the label indicating the classification required, as specified. A violation of the Vehicle Code is a crime. This bill would clarify that the exception to this prohibition only applies if the bicycle continues to meet the definition of an electric bicycle. This bill would prohibit a person from selling a product or device that can modify the speed capability of an electric bicycle such that it no longer meets the definition of an electric bicycle.

**Subject:** Active Transportation

**AB 1777 (Ting, D) Autonomous vehicles.**

**Introduced:** 01/03/2024

**Last Amended:** 06/12/2024

**Status:** 06/27/2024 - From committee: Amend and do pass as amended and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (June 25).

**Hearing:** 07/01/2024

**Location:** 06/25/2024 - Senate Appropriations

**Summary:** Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Current law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Current law requires the department to adopt regulations setting forth requirements for the submission and approval of an application, including, among other things, any testing, equipment, and performance standards the department concludes are necessary to ensure the safe operation of autonomous vehicles on public roads, as specified. This bill would require that if an autonomous vehicle does not have a person in the driver's seat and commits a violation of the Vehicle Code or has a person in the driver's seat but commits the violation while the autonomous technology is engaged, the manufacturer to be cited for the violation. If an autonomous vehicle has a person in the driver's seat and commits a violation of the Vehicle Code while the autonomous technology is not engaged, the bill would require the driver to be cited for the violation.

**Subject:** Transit

**AB 1778 (Connolly, D) Vehicles: electric bicycles.**

**Introduced:** 01/03/2024

**Last Amended:** 05/30/2024

**Status:** 05/30/2024 - Read second time and amended. Ordered to third reading.

**Hearing:** 07/01/2024

**Location:** 05/30/2024 - Senate THIRD READING

**Summary:** Would establish the Marin Electric Bicycle Safety Pilot Program that would, until January 1, 2029, authorize a local authority within the County of Marin, or the County of Marin in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 16 years of age from operating a class 2 electric bicycle or require a person operating a class 2 electric bicycle to wear a bicycle helmet, as specified. The bill would require an ordinance or resolution that is adopted for this purpose to make a violation punishable by warning notices for the first 60 days after the prohibition comes into effect. After the 60-day period, the bill would require a violation to be an infraction punishable by a fine of \$25. The bill would prohibit a record of the action from being transmitted to the court and a fee from being imposed if the person who violates the ordinance or resolution delivers proof to the issuing agency within 120 days after the citation was issued that the person has completed specified requirements. The bill would, if an ordinance or resolution is adopted, require the county to, by January 1, 2028, submit a report to the Legislature that includes, among other things, the total number of traffic stops initiated for violations, the results of the traffic stops, and the actions taken by peace officers during the traffic stops, as specified. The bill would require the local authority or county to administer a public information campaign for at least 30 calendar days prior to the enactment of the ordinance or resolution, as specified.

**Subject:** Active Transportation

**AB 1785 (Pacheco, D) California Public Records Act.**

**Introduced:** 01/03/2024

**Last Amended:** 05/29/2024

**Status:** 06/27/2024 - From Consent Calendar. Ordered to third reading.

**Hearing:** 07/01/2024

**Location:** 06/27/2024 - Senate THIRD READING

**Summary:** The California Public Records Act prohibits a state or local agency from posting the home address or telephone number of any elected or appointed official on the internet without first obtaining the written permission of that individual. This bill would instead prohibit a state or local agency from publicly posting, as defined, the home address, telephone number, or both the name and assessor parcel number associated with the home address of any elected or appointed official on the internet without first obtaining the written permission of that individual. By expanding the scope of a current provision and thereby increasing the duties of local agencies, the bill would impose a state-mandated local program.

**Subject:** Records

**AB 1853 (Villapudua, D) San Joaquin Regional Transit District: meetings: surplus money investments.**

**Introduced:** 01/17/2024

**Last Amended:** 06/03/2024

**Status:** 06/13/2024 - Read second time. Ordered to third reading.

**Hearing:** 07/01/2024

**Location:** 06/13/2024 - Senate THIRD READING

**Summary:** The San Joaquin Regional Transit District Act authorizes the creation of the San Joaquin Regional Transit District, and if created, specifies the district's powers and responsibilities. The act requires the district to be governed by a board of directors, requires the board to adopt rules for its proceedings, and authorizes the board to provide, by ordinance or resolution, that each board member receive \$50 for each board meeting attended, not to exceed \$100 in a calendar month. This bill instead would authorize the board to provide, by ordinance or resolution, that each board member receive \$100 for each board meeting and committee meeting attended, not to exceed \$500 in a calendar month.

**Subject:** Records

**AB 1870 (Ortega, D) Notice to employees: legal services.**

**Introduced:** 01/22/2024

**Last Amended:** 04/01/2024

**Status:** 06/20/2024 - Read third time. Passed. Ordered to the Assembly. (Ayes 36. Noes 0.). In Assembly. Ordered to Engrossing and Enrolling.

**Location:** 06/20/2024 - Assembly ENROLLMENT

**Summary:** Employers who are subject to the workers' compensation system are generally required to keep posted in a conspicuous location frequented by employees and easily read by employees during the hours of the workday a notice that includes, among other information, to whom injuries should be reported, the rights of an employee to select and change a treating physician, and certain employee protections against discrimination. Current law requires the Administrative Director of the Division of Workers' Compensation to make the form and content of this notice available to self-insured employers and insurers. This bill would require the notice to include information concerning an injured employee's ability to consult a licensed attorney to advise them of their rights under workers' compensations laws, as specified. The bill would also make technical, nonsubstantive changes to these provisions.

**Subject:** Employment

**AB 1889 (Friedman, D) Conservation element: wildlife and habitat connectivity.**

**Introduced:** 01/22/2024

**Last Amended:** 06/12/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 2.) (June 25). Re-referred to Com. on APPR.

**Location:** 06/25/2024 - Senate Appropriations

**Summary:** The Planning and Zoning Law requires the legislative body of a city or county to adopt a comprehensive general plan that includes various elements, including land use, housing, and conservation elements, as specified. Current law requires the conservation element to consider the effect of development within the jurisdiction on natural resources located on public lands. This bill would additionally require the conservation element to consider the effect of development within the jurisdiction on the movement of wildlife and habitat connectivity. The bill would require the conservation element, upon the next update of one or more elements on or after January 1, 2028, to, among other things, identify and analyze connectivity areas, permeability, and natural landscape areas within the jurisdiction, identify and analyze existing or planned wildlife passage features, and consider the impacts of development and the barriers caused by development to wildlife and habitat connectivity. The bill would authorize a city, county, or city and county to incorporate by reference into its general plan an existing plan that meets these requirements. The bill would authorize a city, county, or city and county preparing to update its conservation element to consider incorporating appropriate standards, policies, and implementation programs, consult with specified entities, and consider relevant best available science.

**Subject:** Planning

**AB 1890 (Patterson, Joe, R) Public works: prevailing wage.**

**Introduced:** 01/22/2024

**Status:** 06/18/2024 - Read second time. Ordered to third reading.

**Hearing:** 07/01/2024

**Location:** 06/18/2024 - Senate THIRD READING

**Summary:** Current law defines the term "public works" for the purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers' compensation for public works projects. Current law requires an entity awarding a public works contract, as specified, to provide notice to the Department of Industrial Relations. Current law requires civil penalties to be imposed on an entity that fails to provide that required notice and authorizes the Labor Commissioner to issue a citation for civil penalties to an entity that fails to provide the required notice. This bill would additionally require the awarding body to provide notice to the department if there is a change in the identity of a contractor or subcontractor performing the project or, within 30 days, if the total amount of the contract change exceeds \$10,000.

**Subject:** Public Works

**AB 1904 (Ward, D) Transit buses: yield right-of-way sign.**

**Introduced:** 01/23/2024

**Status:** 05/30/2024 - Read second time. Ordered to third reading.

**Hearing:** 07/01/2024

**Location:** 05/30/2024 - Senate THIRD READING

**Summary:** Current law authorizes a transit bus in the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it. Current law requires the sign to be designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers. This bill would expand the authorization to equip transit buses, as described above, to apply to any transit agency if the transit agency approves a resolution that this authorization be made applicable to it.

**Subject:** Transit

**AB 1924 (Nguyen, Stephanie, D) Sacramento Regional Transit District.**

**Introduced:** 01/25/2024

**Last Amended:** 05/13/2024

**Status:** 06/26/2024 - Enrolled measure version corrected.

**Location:** 06/26/2024 - Assembly ENROLLED

**Summary:** The Sacramento Regional Transit District Act provides for the formation of the Sacramento Regional Transit District, with specified powers and duties related to providing public transit services. The act authorizes the district to comprise the Cities of Citrus Heights, Davis, Elk Grove, Folsom, Rancho Cordova, Roseville, Sacramento, West Sacramento, and Woodland, the territory of the County of Sacramento that is the same area as the urban service area of the county, and other specified portions of the County of Yolo, provided those cities and counties have agreed to annexation by the district, as specified. This bill would authorize the district to also comprise the Cities of Galt and Isleton, and the unincorporated portions of the County of Sacramento where the county has declared a need for the district to operate, provided the cities and county agree to annexation, as specified.

**Subject:** Planning

**AB 1957 (Wilson, D) Public contracts: best value construction contracting for counties.**

**Introduced:** 01/29/2024

**Last Amended:** 04/08/2024

**Status:** 06/25/2024 - Enrolled and presented to the Governor at 4 p.m.

**Location:** 06/25/2024 - Assembly ENROLLED

**Summary:** Current law establishes a pilot program to allow the Counties of Alameda, Los Angeles, Monterey, Riverside, San Bernardino, San Diego, San Mateo, Santa Clara, Solano, and Yuba to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Current law also authorizes these counties to use a best-value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices. Current law establishes procedures and criteria for the selection of a best-value contractor and requires that bidders verify specified information under oath. Current law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2024. Current law repeals the pilot program provisions on January 1, 2025. This bill would instead authorize any county of the state to utilize this program and would extend the operation of those provisions until January 1, 2030. The bill would instead require the board of supervisors of a participating county to submit the report described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2029.

**Subject:** Public Works

**AB 1976 (Haney, D) Occupational safety and health standards: first aid materials: opioid antagonists.**

**Introduced:** 01/30/2024

**Last Amended:** 06/13/2024

**Status:** 06/24/2024 - In committee: Referred to suspense file.

**Location:** 06/24/2024 - Senate APPR. SUSPENSE FILE

**Summary:** Current law grants the Division of Occupational Safety and Health, which is within the Department of Industrial Relations, jurisdiction over all employment and places of employment, and the power necessary to enforce and administer all occupational health and safety laws and standards. The Occupational Safety and Health Standards Board, an independent entity within the department, has the exclusive authority to adopt occupational safety and health standards within the state. The California Occupational Safety and Health Act of 1973 (OSHA) requires employers to comply with certain safety and health standards, as specified, and charges the division with enforcement of the act. Current law requires the division, before December 1, 2025, to submit to the standards board a rulemaking proposal to consider revising certain standards relating to the prevention of heat illness, protection from wildfire smoke, and toilet facilities on construction jobsites. Current law also requires the standards board to review the proposed changes and consider adopting revised standards on or before December 31, 2025. This bill would require the standards board, before December 1, 2026, to draft a rulemaking proposal to revise a regulation on first aid materials to require first aid materials in a workplace to include naloxone hydrochloride or another opioid antagonist approved by the United States Food and Drug Administration to reverse opioid overdose and instructions for using the opioid antagonist.

**Subject:** Safety and Security

**AB 2061 (Wilson, D) Sales and Use Tax: exemptions: zero-emission public transportation ferries.**

**Introduced:** 02/01/2024

**Last Amended:** 05/01/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (June 26). Re-referred to Com. on APPR.

**Location:** 06/26/2024 - Senate Appropriations

**Summary:** Current sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill, beginning January 1, 2025, and until January 1, 2030, would exempt from those taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, zero-emission public transportation ferries, as defined, sold to a public agency, as specified.

**Subject:** Funding

**AB 2086 (Schiavo, D) Transportation funding: California Transportation Plan: public dashboard.**

**Introduced:** 02/05/2024

**Last Amended:** 04/15/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (June 25). Re-referred to Com. on APPR.

**Location:** 06/26/2024 - Senate Appropriations

**Summary:** Current law requires the Department of Transportation to prepare the California Transportation Plan for submission to the Governor and the Legislature as a long-range planning document that incorporates various elements and is consistent with specified expressions of legislative intent. Current law requires the department to complete the 3rd update to the plan by December 31, 2025, and to update the plan every 5 years thereafter. This bill would require the California Transportation Plan to also include a financial element that summarizes the full cost of plan implementation, a summary of available revenues through the planning period, and an analysis of what is feasible within the plan if constrained by a realistic projection of available revenues, as specified.

**Subject:** Planning

**AB 2123 (Papan, D) Disability compensation: paid family leave.**

**Introduced:** 02/06/2024

**Status:** 06/18/2024 - Read second time. Ordered to third reading.

**Hearing:** 07/01/2024

**Location:** 06/18/2024 - Senate THIRD READING

**Summary:** Current law establishes, within the state disability insurance program, a family temporary disability insurance program, also known as the paid family leave program, for the provision of wage replacement benefits to workers who take time off work to care for certain seriously ill family members, to bond with a minor child within one year of birth or placement, as specified, or to participate in a qualifying exigency related to the covered active duty or call to covered active duty of certain family members. Current law authorizes an employer to require an employee to take up to 2 weeks of earned but unused vacation before, and as a condition of, the employee's initial receipt of these benefits during any 12-month period in which the employee is eligible for these benefits. This bill would eliminate that authorization and related provisions.

**Subject:** Employment

**AB 2135 (Schiavo, D) Public works contracts: wage and penalty assessment.**

**Introduced:** 02/06/2024

**Last Amended:** 06/13/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (June 25). Re-referred to Com. on APPR.

**Location:** 06/25/2024 - Senate Appropriations

**Summary:** Current law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if, after an investigation, the commissioner determines there has been a violation of the laws regulating public works contracts, including the payment of prevailing wages. Current law requires the assessment to be served not later than 18 months after the filing of a valid notice of completion in the office of the county recorder in each county in which the public work or some part thereof was performed, or not later than 18 months after acceptance of the public work, whichever occurs last. This bill would extend the above-described time period to 24 months and would authorize an extension of an additional 18 months for good cause, including ongoing investigation and assessment.

**Subject:** Public Works



**AB 2167 (Cervantes, D) Unemployment insurance: disability: paid family leave.**

**Introduced:** 02/06/2024

**Last Amended:** 06/18/2024

**Status:** 06/20/2024 - In committee: Hearing postponed by committee.

**Hearing:** 07/01/2024

**Location:** 06/12/2024 - Senate Appropriations

**Summary:** Current unemployment compensation disability law requires workers to pay contribution rates based on, among other things, wages received in employment and benefit disbursement, for payment into the Unemployment Compensation Disability Fund, for purposes of compensating in part for the wage loss sustained by any individual who is unable to work due to the employee's own sickness or injury, among other reasons. Existing law sets forth standards for eligibility to receive unemployment compensation disability benefits. Current law authorizes an individual to file a first claim for these benefits no later than the 41st consecutive day following the first compensable day of unemployment and disability with respect to which the claim is made for benefits, as specified. This bill would, instead, authorize an individual to file a first claim for benefits no later than the 60th consecutive day following the first compensable day of unemployment and disability.

**Subject:** Employment

**AB 2182 (Haney, D) Public works.**

**Introduced:** 02/07/2024

**Last Amended:** 06/13/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (June 25). Re-referred to Com. on APPR.

**Location:** 06/25/2024 - Senate Appropriations

**Summary:** Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Current law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under current law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. This bill would instead require the director, if the director determines during any semiannual period that there has been a change in any prevailing rate of per diem wages in a locality, to make that change available to the awarding body and that decision would have exceptions to its finality, including authorizing a contractor, awarding body, or representative to file a petition to review the director's determination.

**Subject:** Public Works

**AB 2234 (Boerner, D) Vehicles: electric bicycles.**

**Introduced:** 02/08/2024

**Last Amended:** 06/13/2024

**Status:** 06/18/2024 - Read second time. Ordered to third reading.

**Hearing:** 07/01/2024

**Location:** 06/18/2024 - Senate THIRD READING

**Summary:** This bill, the San Diego Electric Bicycle Safety Pilot Program, would, until January 1, 2029, authorize a local authority within the County of San Diego, or the County of San Diego in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of \$25, except as specified. This bill would make a parent or legal guardian with control or custody of an emancipated minor who violates the ordinance or resolution jointly and severally liable with the minor for the amount of the fine imposed.

**Subject:** Active Transportation

**AB 2259 (Boerner, D) Transportation: bicycle safety handbook.**

**Introduced:** 02/08/2024

**Last Amended:** 05/16/2024

**Status:** 06/24/2024 - In committee: Referred to suspense file.

**Location:** 06/24/2024 - Senate APPR. SUSPENSE FILE

**Summary:** Would, upon appropriation by the Legislature, require the Transportation Agency to develop and distribute, on or before September 1, 2025, a bicycle safety handbook that includes information on, among other things, existing laws regulating bicycles and e-bikes. The bill would require the agency to make a downloadable electronic version of the bicycle safety handbook available on specified internet websites. In developing the handbook, the bill would require collaboration and consultation between the agency and prescribed state entities, including, among others, the Department of Motor Vehicles and the Department of the California Highway Patrol.

**Subject:** Active Transportation

**AB 2261 (Garcia, D) Transportation: federal funding: tribes.**

**Introduced:** 02/08/2024

**Last Amended:** 05/21/2024

**Status:** 06/24/2024 - Urgency clause adopted. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 76. Noes 0.)

**Location:** 06/24/2024 - Assembly ENROLLMENT

**Summary:** Existing law provides for the use and allocation of various federal transportation funding sources, including, but not limited to, the Federal-Aid Secondary Highways Act, the Federal-Aid Combined Road Plan Act, and the Federal Aid for Safer Off-System Roads Act. This bill would, to the extent permitted by federal and state law, require a federally recognized Native American tribe to be eligible for federal funding for a transportation project and authorize the tribe to be the lead agency for a transportation project that receives federal funding.

**Subject:** Funding

**AB 2283 (Pacheco, D) Civil actions: electronic service.**

**Introduced:** 02/08/2024

**Last Amended:** 05/02/2024

**Status:** 06/27/2024 - Read second time. Ordered to Consent Calendar.

**Hearing:** 07/01/2024

**Location:** 06/25/2024 - Senate CONSENT CALENDAR

**Summary:** Current law authorizes the service of documents in a civil action by electronic means pursuant to rules adopted by the Judicial Council. Current law requires a court, on and after July 1, 2024, to electronically transmit those documents to a party who is subject to mandatory electronic service, or who has consented to accept electronic service, as specified. This bill would extend the deadline for courts to comply with the requirement described above to July 1, 2025, and would make a conforming change to clarify that court's electronic transmittal of documents constitutes service of those documents.

**Subject:** Records

**AB 2284 (Grayson, D) County employees' retirement: compensation.**

**Introduced:** 02/08/2024

**Last Amended:** 06/27/2024

**Status:** 06/27/2024 - Read second time and amended. Ordered to third reading.

**Hearing:** 07/01/2024

**Location:** 06/27/2024 - Senate THIRD READING

**Summary:** The California Public Employees' Pension Reform Act of 2013 (PEPRA) generally requires a public retirement system, as defined, to modify its plan or plans to comply with the act. PEPRA, among other things, establishes new defined benefit formulas and caps on pensionable compensation. The County Employees Retirement Law of 1937 (CERL) authorizes counties to establish retirement systems pursuant to its provisions in order to provide pension benefits to their employees. CERL generally vests management of each retirement system in a board of retirement. CERL defines "compensation earnable" by a member, for the purpose of calculating benefits, to mean the average compensation, as determined by the board, for the period under consideration upon the basis of the average number of days ordinarily worked by persons in the same grade or class of positions during the period, and the same rate of pay, subject to certain exceptions. This bill would authorize a retirement system, to the extent it has not defined "grade" in the above-described circumstances, to define "grade" to mean a number of employees considered together because they share similarities in job duties, schedules, unit recruitment requirements, work location, collective bargaining unit, or other logical work-related group or class, as specified.

**Subject:** Employment

**AB 2286 (Aguilar-Curry, D) Vehicles: autonomous vehicles.**

**Introduced:** 02/08/2024

**Last Amended:** 04/08/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 1.) (June 25). Re-referred to Com. on APPR.

**Location:** 06/26/2024 - Senate Appropriations

**Summary:** Would require a manufacturer of an autonomous vehicle to report to the Department of Motor Vehicles a collision on a public road that involved one of its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that is operating under a testing or deployment permit that resulted in damage of property, bodily injury, or death within 10 days of the collision. The bill would require a manufacturer of an autonomous vehicle to annually submit to the department specified information regarding the deactivation of the autonomous mode for its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that were operating under a testing or deployment permit that authorized the vehicle to operate on public roads.

**Subject:** Safety and Security

**AB 2290 (Friedman, D) Transportation: Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program.**

**Introduced:** 02/12/2024

**Last Amended:** 06/13/2024

**Status:** 06/24/2024 - In committee: Referred to suspense file.

**Location:** 06/24/2024 - Senate APPR. SUSPENSE FILE

**Summary:** This bill would prohibit, on and after January 1, 2026, the California Transportation Commission from adding a project that creates a Class III bikeway or adds a specific road marking used to inform road users that bicyclists might occupy the travel lane to the program of projects, unless the bikeway or road marking is on a highway with a design speed limit of 25 miles per hour or less or the project will implement improvements to reduce the design speed limit to 25 miles per hour or less.

**Subject:** Active Transportation

**AB 2302 (Addis, D) Open meetings: local agencies: teleconferences.**

**Introduced:** 02/12/2024

**Status:** 06/06/2024 - Read second time. Ordered to third reading.

**Hearing:** 07/01/2024

**Location:** 06/06/2024 - Senate THIRD READING

**Summary:** The Ralph M. Brown Act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in specified circumstances if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law imposes prescribed restrictions on remote participation by a member under these alternative teleconferencing provisions, including establishing limits on the number of meetings a member may participate in solely by teleconference from a remote location, prohibiting such participation for a period of more than 3 consecutive months or 20% of the regular meetings for the local agency within a calendar year, or more than 2 meetings if the legislative body regularly meets fewer than 10 times per calendar year. This bill would revise those limits, instead prohibiting such participation for more than a specified number of meetings per year, based on how frequently the legislative body regularly meets.

**Subject:** Public Meetings

**AB 2333 (Santiago, D) State highways: airspace leases: report.**

**Introduced:** 02/12/2024

**Last Amended:** 06/13/2024

**Status:** 06/24/2024 - In committee: Referred to suspense file.

**Location:** 06/24/2024 - Senate APPR. SUSPENSE FILE

**Summary:** Current law authorizes the Department of Transportation to lease to public agencies or private entities areas above or below state highways, subject to any reservations, restrictions, and conditions that the department deems necessary to ensure adequate protection to the safety and the adequacy of highway facilities and to abutting or adjacent land uses. This bill would require the department, on or before January 1, 2026, and annually thereafter, to submit a report to the Assembly and Senate Committees on Transportation with specified information on every airspace site leased by the department, including information about site inspections and each site's proximity to sensitive infrastructure, as specified.

**Subject:** Reports

**AB 2337 (Dixon, R) Workers' compensation: electronic signatures.**

**Introduced:** 02/12/2024

**Last Amended:** 06/20/2024

**Status:** 06/20/2024 - Read second time and amended. Re-referred to Com. on APPR.

**Location:** 06/18/2024 - Senate Appropriations

**Summary:** The Uniform Electronic Transactions Act provides that if a law requires a record to be in writing, or if a law requires a signature, an electronic record satisfies the law. Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of the employee's employment. Current law establishes a Workers' Compensation Appeals Board and sets forth various proceedings that are required to be brought forth before the board. Current law provides that the appeals board is vested with full power, authority, and jurisdiction to try and determine finally all the matters specified in those proceedings subject only to review by the courts, as specified. Current law requires every compromise and release agreement to be in writing and duly executed, signed by the employee or other beneficiary, and attested by 2 disinterested witnesses or acknowledged before a notary public. This bill would define "signature" for purposes of a proceeding before the board to include an electronic signature, as defined in the Uniform Electronic Transactions Act and would apply the notarization procedures of that act to the above-described acknowledgment requirement.

**Subject:** Employment

**AB 2401 (Ting, D) Clean Cars 4 All Program.**

**Introduced:** 02/12/2024

**Last Amended:** 04/09/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (June 25). Re-referred to Com. on APPR.

**Location:** 06/26/2024 - Senate Appropriations

**Summary:** Current law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board, to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Current law requires the implementing regulations to ensure that the program complies with certain requirements. This bill would require the implementing regulations for the Clean Cars 4 All Program to additionally ensure that, among other things, incentives provided under the program are available in all areas of the state and that, in those areas where a local air district has not elected to manage the distribution of incentives, the state board manages the distribution of incentives to eligible residents of those areas, and would make certain conforming changes in that regard. The bill would require, as one of the program goals for replacement of passenger vehicles and trucks, the state board to prioritize vehicle retirement in areas of the state that meet specified criteria, including those areas with the highest percentage of people residing in disadvantaged and low-income communities.

**Subject:** Environment

**AB 2421 (Low, D) Employer-employee relations: confidential communications.**

**Introduced:** 02/13/2024

**Last Amended:** 06/17/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 5. Noes 0.) (June 26). Re-referred to Com. on JUD.

**Hearing:** 07/02/2024

**Location:** 06/26/2024 - Senate Judiciary

**Summary:** Current law that governs the labor relations of public employees and employers, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, and provisions relating to judicial employees, public schools, higher education, the San Francisco Bay Area Rapid Transit District, the Santa Cruz Metropolitan Transit District, the Sacramento Regional Transit District, and other public transit employees, prohibits employers from taking certain actions relating to employee organizations. This includes imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would also prohibit a local public agency employer, a state employer, a judicial employer, a public-school employer, a higher education employer, or the district from questioning any employee or employee representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation.

**Subject:** Employment

**AB 2448 (Jackson, D) Electric Vehicle Economic Opportunity Zone: County of Riverside.**

**Introduced:** 02/13/2024

**Last Amended:** 06/20/2024

**Status:** 06/24/2024 - Withdrawn from committee. Re-referred to Com. on APPR.

**Location:** 06/24/2024 - Senate Appropriations

**Summary:** Would, upon appropriation by the Legislature, establish an Electric Vehicle Economic Opportunity Zone (EVEOZ) for the County of Riverside, administered by the Labor and Workforce Development Agency, for the purpose of creating programs to make electric vehicle manufacturing jobs and education more accessible to lower income communities. The bill would require the agency to collaborate with the County of Riverside in determining the geographical boundaries of the EVEOZ. By imposing additional duties on local officials, the bill would impose a state-mandated local program. The bill would authorize the agency to partner with educational institutions, electric vehicle manufacturing businesses, and local and national financial intuitions to develop EVEOZ education, training, and investment programs, as specified.

**Subject:** Zero Emission

**AB 2453 (Villapudua, D) Weights and measures: electric vehicle supply equipment.**

**Introduced:** 02/13/2024

**Last Amended:** 06/24/2024

**Status:** 06/24/2024 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on B., P. & E. D.

**Hearing:** 07/01/2024

**Location:** 05/29/2024 - Senate Business, Professions and Economic Development

**Summary:** Current law provides that the Department of Food and Agriculture has general supervision of the weights and measures and weighing and measuring devices sold or used in the state, including devices used to measure electricity sold as a motor vehicle fuel. Current law regulates the use and repair of weighing or measuring devices. Current law authorizes a device to be placed in service only by a sealer or a service agency. This bill would prohibit, until January 1, 2028, requiring electric vehicle supply equipment (EVSE) to be retested or placed in service by a service agency or sealer, if the EVSE has previously been placed in service by a service agency or sealer, before the EVSE is used after receiving maintenance, as specified.

**Subject:** Zero Emission

**AB 2455 (Gabriel, D) Whistleblower protection: state and local government procedures.**

**Introduced:** 02/13/2024

**Last Amended:** 06/27/2024

**Status:** 06/27/2024 - Read second time and amended. Re-referred to Com. on APPR.

**Location:** 06/26/2024 - Senate Appropriations

**Summary:** Current law authorizes a city, county, or city and county auditor or controller to maintain a whistleblower hotline to receive calls from persons who have information regarding fraud, waste, or abuse by local government employees, as specified. Current law authorizes the county auditor to refer calls received on the whistleblower hotline to the appropriate government authority for review and possible investigation. During the initial review of a call, existing law requires the auditor, controller, or other appropriate governmental agency to hold in confidence information disclosed through the whistleblower hotline, as specified. Upon receiving specific information that an employee or local government has engaged in an improper government activity, current law authorizes a city or county auditor to conduct an investigative audit of the matter, as specified. Current law requires the identity of the individual or individuals reporting the improper government activity, and the subject employee or employees to be kept confidential. Current law defines "fraud, waste, or abuse" to mean any activity by a local agency or employee that is undertaken in the performance of the employee's official duties, as described, that is in violation of any local, state, or federal law or regulation relating to, among other things, corruption. This bill would also authorize a city, county, or city and county auditor or controller to maintain a whistleblower hotline to receive calls from persons who have information regarding improper governmental activity, and would recast information regarding fraud, waste, or abuse by local government employees as improper governmental activity.

**Subject:** Miscellaneous

**AB 2474 (Lackey, R) Retirement: County Employees Retirement Law of 1937: benefit payments and overpayments.**

**Introduced:** 02/13/2024

**Last Amended:** 06/13/2024

**Status:** 06/27/2024 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 74. Noes 0.).

**Location:** 06/27/2024 - Assembly ENROLLMENT

**Summary:** The County Employees Retirement Law of 1937 (CERL) authorizes counties and districts to establish retirement systems in order to provide pension benefits to their employees and their beneficiaries and prescribes the rights, benefits, and duties of members in this regard. CERL defines compensation and compensation earnable for purposes of its provisions. The Public Employees' Pension Reform Act of 2013 (PEPRA) prescribed various limitations on public employees, employers, and retirement systems concerning, among other things, the types of remuneration that may be included in compensation that is applied to pensions. Under CERL, the board of retirement is required to comply with and give effect to a revocable written authorization signed by a retired member or beneficiary of a retired member, as described, authorizing the treasurer or other entity authorized by the board to deliver the monthly warrant, check, or electronic fund transfer for the retirement allowance or benefit to any specified bank, savings and loan institution, or credit union to be credited to the account of the retired member or survivor of a deceased retired member. This bill would also define "account of the retired member or survivor of a deceased retired member" to include an account held in a living trust or an income-only trust, as specified.

**Subject:** Employment

**AB 2499 (Schiavo, D) Employment: unlawful discrimination and paid sick days: victims of violence.**

**Introduced:** 02/13/2024

**Last Amended:** 06/06/2024

**Status:** 06/19/2024 - From committee: Do pass and re-refer to Com. on L., P.E. & R. (Ayes 9. Noes 0.) (June 18). Re-referred to Com. on L., P.E. & R.

**Hearing:** 07/03/2024

**Location:** 06/18/2024 - Senate L., P.E. & R.

**Summary:** This bill would revise and recast the jury, court, and victim time off provisions for employees as unlawful employment practices within the California Fair Employment and Housing Act and, thus, within the enforcement authority of the Civil Rights Department. The bill would refer to a "qualifying act of violence," as defined, instead of crime, or crime or abuse. The bill would substantially revise existing definitions for its purposes, including defining "victim" as an individual against whom a qualifying act of violence is committed. The bill would prohibit an employer with 25 or more employees from discharging or in any manner discriminating or retaliating against an employee who is a victim or who has a family member who is a victim for taking time off work for any of a number of additional prescribed purposes relating to a qualifying act of violence. The bill would permit an employer to limit the total leave taken pursuant to these provisions, as specified, and require that the leave taken by an employee pursuant to these provisions run concurrently with leave taken pursuant to the federal Family and Medical Leave Act of 1993 and the California Family Rights Act if the employee would have been eligible for that leave.

**Subject:** Employment

**AB 2503 (Lee, D) California Environmental Quality Act: exemption: passenger rail projects.**

**Introduced:** 02/13/2024

**Last Amended:** 06/27/2024

**Status:** 06/27/2024 - Read second time and amended. Re-referred to Com. on APPR.

**Location:** 06/26/2024 - Senate Appropriations

**Summary:** The California Environmental Quality Act (CEQA), until January 1, 2030, exempts from its requirements certain transportation-related projects if specified requirements are met, including that a local agency, as defined, is carrying out the project and that the project will be completed by a skilled and trained workforce, as provided. CEQA includes within these exempt transportation-related projects a public project for the institution or increase of bus rapid transit, bus, or light rail service, which will be exclusively used by low-emission or zero-emission vehicles, on existing public rights-of-way or existing highway rights-of-way. Current law requires the lead agency, if it determines that a transportation-related project is exempt from CEQA and determines to carry out the project, to file a notice of exemption with the Office of Planning and Research and the county clerk in which the project is located. This bill would expand that exemption from CEQA to include a public project for the institution or increase of other passenger rail service, which will be exclusively used by zero-emission trains, located entirely within existing rail rights-of-way or existing highway rights-of-way. Because the bill would increase the duties of the county clerk, this bill would impose a state-mandated local program.

**Subject:** Planning

**AB 2522 (Carrillo, Wendy, D) Air districts: governing boards: compensation.**

**Introduced:** 02/13/2024

**Last Amended:** 06/19/2024

**Status:** 06/26/2024 - VOTE: Do pass as amended (PASS)

**Location:** 07/01/2024 – Senate Floor

**Summary:** Current law provides for the creation of the South Coast Air Quality Management District in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the area of the South Coast Air Basin, as specified. Current law provides that the south coast district is governed by a district board consisting of 13 members and that each member of the board shall receive compensation of \$100 for each day, or portion thereof, but not to exceed \$1,000 per month, while attending meetings of the board or any committee thereof or, upon authorization of the board, while on official business of the district, and the actual and necessary expenses incurred in performing the member's official duties. This bill would raise the above-described compensation each member of the board receives to \$200 for each day, or portion thereof, but not to exceed \$2,000 per month.

**Subject:** Miscellaneous

**AB 2525 (Zbur, D) State highways: property leases.**

**Introduced:** 02/13/2024

**Last Amended:** 04/03/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 3.) (June 25). Re-referred to Com. on APPR.

**Location:** 06/26/2024 - Senate Appropriations

**Summary:** Current law vests the Department of Transportation with full possession and control of the state highway system, including associated property. Current law authorizes the department to offer leases to the City of Los Angeles on a right of first refusal basis for any airspace under a freeway or certain real property acquired for highway purposes located in the city for purposes of an emergency shelter or feeding program for a lease amount, for up to 10 parcels, of \$1 per month, and a payment of an administrative fee not to exceed \$500 per year, as specified. This bill would expand the purposes for which these leases may be issued to include an emergency shelter or feeding program, a secure vehicle lot program, or any combination of those purposes.

**Subject:** Planning

**AB 2553 (Friedman, D) Housing development: major transit stops: vehicular traffic impact fees.**

**Introduced:** 02/14/2024

**Last Amended:** 06/12/2024

**Status:** 06/12/2024 - Read second time and amended. Re-referred to Com. on HOUSING.

**Hearing:** 07/02/2024

**Location:** 06/11/2024 - Senate Housing

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines "major transit stop" to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would revise the definition of "major transit stop" to increase the frequency of service interval to 20 minutes.

**Subject:** Transit

**AB 2559 (Petrie-Norris, D) Local planning: electric vehicle service equipment: permitting delays.**

**Introduced:** 02/14/2024

**Last Amended:** 05/16/2024

**Status:** 06/05/2024 - Referred to Com. on B., P. & E. D.

**Hearing:** 07/01/2024

**Location:** 06/05/2024 - Senate Business, Professions and Economic Development

**Summary:** This bill would require GO-Biz to create and maintain a publicly accessible internet website that contains a landing page with functionality to collect information and report delays and denials regarding all applicable forms of permitting for zero-emission vehicle infrastructure, as specified. The bill would prohibit GO-Biz from publicly displaying any submissions received under these provisions. The bill would require GO-Biz in a new or existing working group, as specified, to evaluate the data it receives from the internet website and direct the working group to determine recommended solutions to address permitting delays. The bill would require, on or before January 1, 2026, GO-Biz to submit to the Legislature and publish on its internet website a comprehensive report regarding the challenges identified throughout the data collection process, as specified. The bill would also require GO-Biz to establish a permit streamlining specialist to assist authorities having jurisdiction with permit delays and denials related to these provisions.

**Subject:** Reports



**AB 2561 (McKinnor, D) Local public employees: vacant positions.**

**Introduced:** 02/14/2024

**Last Amended:** 06/27/2024

**Status:** 06/27/2024 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L., P.E. & R.

**Hearing:** 07/03/2024

**Location:** 06/05/2024 - Senate L., P.E. & R.

**Summary:** The Meyers-Milias-Brown Act (act) authorizes local public employees, as defined, to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on matters of labor relations. The act prohibits a public agency from, among other things, imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with specified employee rights guaranteed by the act. This bill would require each public agency with high vacancy rates for more than 180 days, at the request of the recognized employee organization, to promptly meet and confer with the representative of the recognized employee organization within 21 days about substantive strategies to fill vacancies and to hold a public hearing within 90 days about high vacancy rates and specified related matters.

**Subject:** Employment

**AB 2570 (Patterson, Joe, R) Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program.**

**Introduced:** 02/14/2024

**Last Amended:** 05/09/2024

**Status:** 06/20/2024 - Read third time. Passed. Ordered to the Assembly. (Ayes 36. Noes 0.). In Assembly. Ordered to Engrossing and Enrolling.

**Location:** 06/20/2024 - Assembly ENROLLMENT

**Summary:** Current law establishes the Homeless Housing, Assistance, and Prevention (HHAP) program for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. Under current law, grants under the HHAP program are allocated in 4 rounds of funding, administered by the associated staff within the Interagency Council on Homelessness, as provided. Current law requires the Department of Housing and Community Development to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. Current law requires that the report include, among other things, the number of units assisted by those programs and the number of individuals and households served and their income levels. This bill would additionally require that this report include an evaluation of the HHAP program.

**Subject:** Reports

**AB 2634 (McCarty, D) Sacramento Regional Transit District.**

**Introduced:** 02/14/2024

**Last Amended:** 05/30/2024

**Status:** 06/17/2024 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 75. Noes 0.).

**Location:** 06/17/2024 - Assembly ENROLLMENT

**Summary:** Current law authorizes the formation of the Sacramento Regional Transit District with various powers and duties with respect to transportation planning, programming, construction, and operations. Current law requires each transit operator, including the district, that offers reduced fares to senior citizens to also offer reduced fares to disabled persons, as defined, and disabled veterans, as defined, at the same rate established for senior citizens, as specified. This bill would exempt the district from that requirement until January 1, 2027, as specified. If the district reduces fares for senior citizens below the rate offered to disabled persons or disabled veterans, the bill would prohibit the district from increasing rates for disabled persons and disabled veterans and would require the district to submit a report to the Legislature, as specified.

**Subject:** Transit

**AB 2645 (Lackey, R) Electronic toll collection systems: information sharing: law enforcement.**

**Introduced:** 02/14/2024

**Last Amended:** 06/27/2024

**Status:** 06/27/2024 - Read second time and amended. Re-referred to Com. on APPR.

**Location:** 06/26/2024 - Senate Appropriations

**Summary:** Current law prohibits a transportation agency, as defined, from selling or otherwise providing to any other person or entity, with certain exceptions, personally identifiable information of a person who subscribes to an electronic toll collection system or who uses a toll bridge, toll lane, or toll highway that employs an electronic toll collection system. Current law authorizes a law enforcement agency to request the Department of the California Highway Patrol (CHP) to activate the Emergency Alert System within the appropriate area if that agency determines that a child 17 years of age or younger, or an individual with a proven mental or physical disability, has been abducted and is in imminent danger of serious bodily injury or death, and there is information available that, if disseminated to the general public, could assist in the safe recovery of that person. Current law also authorizes the CHP, upon the request of a law enforcement agency, to activate various other alerts for missing individuals meeting certain criteria and alerts following an attack upon a law enforcement officer or a hit-and-run fatality. This bill would authorize a transportation agency that employs an electronic toll collection system to provide the date, time, and location of a vehicle license plate read captured by the system to a peace officer in response to one of these alerts.

**Subject:** Safety and Security

**AB 2669 (Ting, D) Toll bridges: tolls.**

**Introduced:** 02/14/2024

**Last Amended:** 04/02/2024

**Status:** 06/24/2024 - In committee: Referred to suspense file.

**Location:** 06/24/2024 - Senate APPR. SUSPENSE FILE

**Summary:** Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian, bicycle, or personal micromobility device over these various toll bridges, unless the bridge was under construction on or after January 1, 2025, and the tolls are used to fund the cost of constructing the bridge.

**Subject:** Tolling

**AB 2678 (Wallis, R) Vehicles: high-occupancy vehicle lanes.**

**Introduced:** 02/14/2024

**Last Amended:** 03/18/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 1.) (June 25). Re-referred to Com. on APPR.

**Location:** 06/26/2024 - Senate Appropriations

**Summary:** Current state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs). Current federal law authorizes, until September 30, 2025, a state to allow specified alternate fuel and plug-in electric or hybrid vehicles to use lanes designated for HOVs. Current state law authorizes the Department of Motor Vehicles to issue decals or other identifiers to qualified vehicles, as specified. Current state law allows a vehicle displaying a valid decal or identifier issued pursuant to these provisions to be operated in a lane designated for the exclusive use of HOVs regardless of the occupancy of the vehicle. These existing state laws, by operation of their provisions, become inoperative on the date the federal authorization expires. Current state law also repeals these provisions on September 30, 2025. This bill would extend the repeal date of these provisions until January 1, 2027.

**Subject:** Planning

**AB 2697 (Irwin, D) Transportation electrification: electric vehicle charging stations: network roaming standards.**

**Introduced:** 02/14/2024

**Last Amended:** 06/27/2024

**Status:** 06/27/2024 - Read second time and amended. Re-referred to Com. on APPR.

**Location:** 06/26/2024 - Senate Appropriations

**Summary:** Current law prohibits persons desiring to use an electric vehicle charging station that requires payment of a fee from being required to pay a subscription fee to use the station and from being required to obtain membership in any club, association, or organization as a condition of using the station. Current law requires the total actual charges for the use of an electric vehicle charging station, including any additional network roaming charges for nonmembers, to be disclosed to the public at the point of sale. Current law authorizes the State Energy Resources Conservation and Development Commission to adopt interoperability billing standards for network roaming payment methods for electric vehicle charging stations if no interoperability billing standards have been adopted by a national standards organization by January 1, 2015. This bill would require the commission to apply any network roaming standards it adopts only to major electric vehicle charging network operators, as defined.

**Subject:** Zero Emission

**AB 2698 (Ta, R) Route 405: Little Saigon Freeway.**

**Introduced:** 02/14/2024

**Last Amended:** 06/18/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (June 25). Re-referred to Com. on APPR.

**Location:** 06/26/2024 - Senate Appropriations

**Summary:** Would specify that Route 405 from Bolsa Chica Road to Bolsa Avenue in the County of Orange shall be known and designated as the Little Saigon Freeway and would require the Department of Transportation to determine the cost of appropriate signs showing that special designation and, upon receiving donations from nonstate sources sufficient to cover the cost, to erect those signs, as specified.

**Subject:** Miscellaneous

**AB 2712 (Friedman, D) Preferential parking privileges: transit-oriented development.**

**Introduced:** 02/14/2024

**Last Amended:** 06/24/2024

**Status:** 06/24/2024 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.

**Hearing:** 07/02/2024

**Location:** 06/11/2024 - Senate Housing

**Summary:** This bill would, for purposes of its provisions, define "development project" to mean a residential, commercial, or other development project exempt from minimum automobile parking requirements, or subject to parking minimum reductions based on any other applicable law, located within the boundaries of the City of Los Angeles. This bill, for a development project that is located within a preferential parking area, would require the development project to be excluded from the boundaries of the preferential parking area and would prohibit the local authority, as defined, from issuing any permit to the residents or visitors of the development project that grants preferential parking privileges.

**Subject:** Planning

**AB 2715 (Boerner, D) Ralph M. Brown Act: closed sessions.**

**Introduced:** 02/14/2024

**Last Amended:** 04/24/2024

**Status:** 06/27/2024 - Read second time. Ordered to third reading.

**Hearing:** 07/01/2024

**Location:** 06/27/2024 - Senate THIRD READING

**Summary:** The Ralph M. Brown Act requires that all meetings of a legislative body of a local agency be open and public and that all persons be permitted to attend and participate. Current law authorizes a legislative body to hold a closed session with specified individuals on, among other things, matters posing a threat to the security of essential public services, as specified. This bill would additionally authorize a legislative body to hold a closed session with other law enforcement or security personnel and to hold a closed session on a threat to critical infrastructure controls or critical infrastructure information, as defined, relating to cybersecurity.

**Subject:** Public Meetings

**AB 2783 (Alvarez, D) San Diego Unified Port District.**

**Introduced:** 02/15/2024

**Last Amended:** 05/16/2024

**Status:** 06/05/2024 - Referred to Com. on L. GOV.

**Hearing:** 07/03/2024

**Location:** 06/05/2024 - Senate Local Government

**Summary:** The San Diego Unified Port District Act authorizes the establishment of the San Diego Unified Port District for the acquisition, construction, maintenance, operation, development, and regulation of harbor works and improvements for the harbor of San Diego and for the promotion of commerce, navigation, fisheries, and recreation. This bill would require the board of commissioners of the Port District to adopt a code of ethics for the board, commissioners, and unrepresented district employees and to accept and respond to certain ethics complaints, as specified. The bill would require the board to appoint a board of ethics to provide independent ethics advice to the board, as specified. The bill would require the board to submit certain ethics complaints to the board of ethics, as specified. The bill would require the board of ethics, upon the conclusion of an investigation into the conduct of a commissioner, to provide all findings from the investigation to the city that appointed the commissioner that was subject to the investigation.

**Subject:** Miscellaneous

**AB 2813 (Aguilar-Curry, D) Government Investment Act.**

**Introduced:** 02/15/2024

**Last Amended:** 06/26/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 1.) (June 26). Re-referred to Com. on APPR. From committee: Amend, and do pass as amended. (Ayes 5. Noes 2.) (June 26). Read second time and amended. Ordered to third reading.

**Hearing:** 07/01/2024

**Location:** 06/26/2024 - Senate THIRD READING

**Summary:** The Proposition 218 Omnibus Implementation Act defines various terms and prescribes procedures and parameters for local jurisdictions to comply with specified provisions of the California Constitution. The Legislature adopted Assembly Constitutional Amendment 1 (ACA 1) at the 2023–24 Regular Session of the Legislature, which, if approved by the voters, would amend and add provisions of the California Constitution to create an additional exception to the 1% limit on the ad valorem tax rate on real property by authorizing a local jurisdiction to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, if the proposition proposing that tax is approved by 55% of the voters in that local jurisdiction; and authorize a local jurisdiction to impose, extend, or increase a sales and use tax to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, if the proposition proposing that tax is approved by 55% of the voters in that local jurisdiction. Pursuant to the existing law described above, ACA 1 is scheduled to appear on the ballot at the November 5, 2024, statewide general election. This bill, for purposes of ACA 1, would define “affordable housing” to include rental housing, ownership housing, interim housing, and affordable housing programs such as downpayment assistance, first-time homebuyer programs, and owner-occupied affordable housing rehabilitation programs, that are affordable to households earning up to 150% of countywide median income. The bill would require a local government to ensure that any project that is funded with ACA 1 bonded indebtedness to have an estimated useful life of at least 15 years or 5 years if the funds are for specified public safety facilities, infrastructure, and equipment.

**Subject:** Funding

**AB 2815 (Petrie-Norris, D) Clean Transportation Program: electric vehicle chargers.**

**Introduced:** 02/15/2024

**Last Amended:** 06/04/2024

**Status:** 06/24/2024 - VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Appropriations] (PASS)

**Location:** 06/24/2024 - Senate Appropriations

**Summary:** Current law establishes the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Current law limits funding under the program to specified categories of programs and projects. Current law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. This bill would add to the categories of programs and projects eligible for funding under the Clean Transportation Program a program to repair or replace nonoperational electric vehicle chargers that are at least 5 years old and that are located in a publicly available parking space, as provided. The bill would require the commission to allocate at least 50% of the funding allocated for the repair or replacement program to low-income communities and disadvantaged communities.

**Subject:** Zero Emission

**AB 2817 (Dixon, R) State highways: Route 1: relinquishment.**

**Introduced:** 02/15/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (June 25). Re-referred to Com. on APPR.

**Location:** 06/26/2024 - Senate Appropriations

**Summary:** Would authorize the California Transportation Commission to relinquish to the City of Laguna Beach a specified portion of Route 1 if the Department of Transportation and the city enter into an agreement providing for that relinquishment, as specified.

**Subject:** Planning

**AB 2854 (Irwin, D) Bradley-Burns Uniform Local Sales and Use Tax Law.**

**Introduced:** 02/15/2024

**Last Amended:** 06/18/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (June 26). Re-referred to Com. on APPR.

**Location:** 06/26/2024 - Senate Appropriations

**Summary:** The Bradley-Burns Uniform Local Sales and Use Tax Law (Bradley-Burns) authorizes counties and cities to impose local sales and use taxes in conformity with the Sales and Use Tax Law. Current law, on or after January 1, 2016, prohibits a local agency from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of Bradley-Burns local tax revenues to any person, as defined, for any purpose, if the agreement results in a reduction in the amount of Bradley-Burns local tax revenues that, in the absence of the agreement, would be received by another local agency and the retailer continues to maintain a physical presence within the territorial jurisdiction of that other local agency, with specified exceptions. This bill would require a local agency, as defined, to annually provide specified information relating to each agreement resulting in the direct or indirect payment, transfer, diversion, or rebate of Bradley-Burns local tax revenues to the California Department of Tax and Fee Administration. The bill would additionally require the local agency to publish that information on its internet website.

**Subject:** Funding

**AB 2879 (Lackey, R) High-Speed Rail Authority: contracting.**

**Introduced:** 02/15/2024

**Last Amended:** 06/06/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (June 25). Re-referred to Com. on APPR.

**Location:** 06/26/2024 - Senate Appropriations

**Summary:** The California High-Speed Rail Act creates the High-Speed Rail Authority, composed of 11 members, to develop and implement a high-speed rail system in the state, with specified powers and duties. The act authorizes the authority to enter into contracts with private or public entities for the design, construction, and operation of high-speed trains. The act requires the authority to appoint an executive director to administer the affairs of the authority as directed by the authority. This bill, notwithstanding the authority's ability to delegate power to the executive director, would require any contract change order with a value greater than \$100,000,000 to be approved by the authority.

**Subject:** Public Works

**AB 3025 (Valencia, D) County employees' retirement: disallowed compensation: benefit adjustments.**

**Introduced:** 02/16/2024

**Last Amended:** 06/27/2024

**Status:** 06/27/2024 - Read second time and amended. Ordered to third reading.

**Hearing:** 07/01/2024

**Location:** 06/27/2024 - Senate THIRD READING

**Summary:** The Public Employees' Retirement Law (PERL) also authorizes its board of administration to adjust retirement payments due to errors or omissions, including for cases in which the retirement systems that the benefits of a member or annuitant are, or would be, based on disallowed compensation that conflicts with PEPRA and other specified laws and is thus impermissible. This bill would require a retirement system established under CERL, upon determining that the compensation reported for a member is disallowed compensation, to require the employer, as defined, to discontinue reporting the disallowed compensation. The bill would require, for an active member, the retirement system to credit all employer contributions made on the disallowed compensation against future contributions to the benefit of the employer that reported the disallowed compensation, and return any member contribution paid by, or on behalf of, that member, to the member directly or indirectly through the employer that reported the disallowed compensation, except in certain circumstances in which a system has already initiated a process, as defined, to recalculate compensation.

**Subject:** Employment

**AB 3123 (Jones-Sawyer, D) Los Angeles County Metropolitan Transportation Authority: board code of conduct: lobbying rules.**

**Introduced:** 02/16/2024

**Last Amended:** 04/25/2024

**Status:** 06/12/2024 - From committee: Do pass and re-refer to Com. on E. & C.A. (Ayes 12. Noes 3.) (June 11). Re-referred to Com. on E. & C.A.

**Hearing:** 07/02/2024

**Location:** 06/11/2024 - Senate Elections and Constitutional Amendments

**Summary:** Current law creates the Los Angeles County Metropolitan Transportation Authority (MTA), governed by a 14-member board, with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. Current law prescribes a code of conduct for the board of MTA, which includes, among other things, rules pertaining to gifts and financial conflicts of interest. As part of the provisions establishing this code of conduct, current law requires the board of MTA to appoint an ethics officer who reports to the board. Current law also requires MTA to appoint an inspector general and requires the code of conduct to be enforced by the inspector general. This bill would revise and recast the code of conduct by, among other things, specifying that board members are subject to all ethics laws applicable to other public officials and by eliminating specific rules from the code of conduct including, among others, certain rules pertaining to gifts and financial conflicts of interest. The bill would also provide that the code of conduct is in addition to any rules or codes adopted by the board. The bill would require the ethics officer, in addition to reporting to the board, to operate in an independent manner, and would prohibit the ethics officer from being removed from office except under certain circumstances.

**Subject:** Employment

**AB 3177 (Carrillo, Wendy, D) Mitigation Fee Act: land dedications: mitigating vehicular traffic impacts.**

**Introduced:** 02/16/2024

**Last Amended:** 06/13/2024

**Status:** 06/13/2024 - Read second time and amended. Re-referred to Com. on HOUSING.

**Hearing:** 07/02/2024

**Location:** 06/11/2024 - Senate Housing

**Summary:** Current law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for the fee to reflect a lower rate of automobile trip generation if the housing development satisfies specified characteristics, including that the housing development is located within 1/2 mile of a transit station, as specified. Current law defines transit station for these purposes to mean a rail or light-rail station, ferry terminal, bus hub, or bus transfer station. This bill would instead require the housing development to be located within a transit priority area, as specified, for purposes of a local agency setting the rate for a mitigating vehicular traffic impacts fee to reflect a lower rate of automobile trip generation. The bill would define "transit priority area" as an area within 1/2 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan. This bill would prohibit a local agency from imposing a land dedication requirement, as defined, on a housing development to widen a roadway if the land dedication requirement is for the purpose of mitigating vehicular traffic impacts, achieving an adopted traffic level of service related to vehicular traffic, or achieving a desired roadway width.

**Subject:** Planning

**AB 3186 (Petrie-Norris, D) Public works: prevailing wages: access to records.**

**Introduced:** 02/16/2024

**Last Amended:** 05/20/2024

**Status:** 06/05/2024 - Referred to Com. on RLS.

**Location:** 05/23/2024 - Senate Rules

**Summary:** This bill would require an owner or developer, as defined, undertaking any public works project to make specified records available upon request to the Division of Labor Standards Enforcement, to multiemployer Taft-Hartley trust funds, and to joint labor-management committees, as specified. The bill would also apply this requirement to an owner or developer that undertakes a development project that includes work subject to the requirements of public works. The bill would subject an owner or developer, for failing to comply with the provisions of this act, to a penalty by the commissioner, as specified, and would deposit the penalties into a specified fund. This bill would require the Director of Industrial Relations to adopt rules to govern the release of those records.

**Subject:** Public Works

**ACA 10 (Aguiar-Curry, D) Local government financing: affordable housing and public infrastructure: voter approval.**

**Introduced:** 03/06/2023

**Last Amended:** 06/20/2024

**Status:** 06/27/2024 - Chaptered by Secretary of State - Chapter 134, Statutes of 2024

**Location:** 06/27/2024 - Assembly CHAPTERED

**Summary:** Assembly Constitutional Amendment No. 1 of the 2023–24 Regular Session (ACA 1) would, if adopted by the people, amend Section 4 of Article XIII A, Section 2 of Article XIII C, and Section 3 of Article XIII D of, and would add Section 2.5 of Article XIII C to, the California Constitution, relative to local finance. Under these provisions, ACA 1 would condition the imposition, extension, or increase of a sales and use tax or transactions and use tax imposed in accordance with specified law or a parcel tax by a local government for the purposes of funding 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, on the proposition proposing that tax being approved by a majority vote of the membership of the governing board of the local government and by 55% of its voters voting on the proposition and the proposition includes specified accountability requirements. ACA 1 would also make conforming changes. This measure would remove the above-described provisions of ACA 1 relating to special taxes and make conforming changes in other provisions of ACA 1.

**Subject:** Miscellaneous

**ACA 18 (Wallis, R) Road usage charges: vote and voter approval requirements.**

**Introduced:** 02/16/2024

**Status:** 02/17/2024 - From printer. May be heard in committee March 18.

**Location:** 02/16/2024 - Assembly PRINT

**Summary:** The California Constitution requires any change in state statute that increases the tax liability of any taxpayer to be imposed by an act passed by 2/3 of the membership of each house of the Legislature, and prohibits specified taxes on real property from being so imposed. For these purposes, the California Constitution defines a "tax" as any state levy, charge, or exaction, except as described in certain exceptions. The California Constitution describes one of those exceptions as a charge imposed for entrance to or use of state property, or the purchase, rental, or lease of state property, except charges governed by a specified provision of the California Constitution. This measure, on or after its effective date, would provide that the exception described above does not include a road usage charge, as described, thereby requiring the imposition of this type of charge to be subject to the 2/3 vote requirement.

**Subject:** Funding

**ACR 38 (Alvarez, D) Freeway lids.**

**Introduced:** 03/09/2023

**Status:** 09/14/2023 - Ordered to inactive file at the request of Assembly Member Alvarez.

**Location:** 09/14/2023 - Assembly INACTIVE FILE

**Summary:** Would recognize the need to reunite communities split by the creation of the interstate highway system and the importance of freeway lids as a partial solution to that problem. The measure would also declare that the Legislature should utilize federal resources, in partnership with state agencies and local entities, to begin reconnecting these communities with, among other things, freeway lids.

**Subject:** Miscellaneous

**ACR 87 (Ta, R) "Surf City USA" interchange.**

**Introduced:** 05/26/2023

**Last Amended:** 06/15/2023

**Status:** 04/25/2024 - Chaptered by Secretary of State - Chapter 57, Statutes of 2024

**Location:** 04/25/2024 - Assembly CHAPTERED

**Summary:** Would designate the interchange at State Highway Route 405 and State Route 39 in the County of Orange at Beach Boulevard as the "Surf City USA" interchange. The measure would request the Department of Transportation to determine the cost of appropriate signs showing this special designation and, upon receiving donations from nonstate sources covering that cost, to erect those signs.

**Subject:** Miscellaneous

**ACR 93 (Dixon, R) Marian Bergeson Memorial Bridge.**

**Introduced:** 06/05/2023

**Last Amended:** 06/26/2023

**Status:** 04/25/2024 - Chaptered by Secretary of State - Chapter 59, Statutes of 2024

**Location:** 04/25/2024 - Assembly CHAPTERED

**Summary:** Would designate the North Arm Newport Bay Bridge on State Route 1, in the County of Orange, as the Marian Bergeson Memorial Bridge. The measure would also request the Department of Transportation to determine the cost of appropriate signs showing this special designation and, upon receiving donations from nonstate sources to cover that cost, to erect those signs.

**Subject:** Miscellaneous



**SB 265 (Hurtado, D) Cybersecurity preparedness: critical infrastructure sectors.**

**Introduced:** 01/31/2023

**Last Amended:** 06/19/2023

**Status:** 06/26/2024 - June 26 hearing postponed by committee.

**Hearing:** 07/02/2024

**Location:** 06/21/2024 - Assembly Appropriations

**Summary:** The California Emergency Services Act, among other things, creates the Office of Emergency Services (Cal OES), which is responsible for the state's emergency and disaster response services, as specified. Current law requires Cal OES to establish the California Cybersecurity Integration Center (Cal-CSIC) with the primary mission of reducing the likelihood and severity of cyber incidents that could damage California's economy, its critical infrastructure, or public and private sector computer networks in the state. This bill would require Cal OES to direct Cal-CSIC to prepare, and Cal OES to submit to the Legislature on or before January 1, 2025, a strategic, multiyear outreach plan to assist critical infrastructure sectors, as defined, in their efforts to improve cybersecurity and an evaluation of options for providing grants or alternative forms of funding to, and potential voluntary actions that do not require funding and that assist, that sector in their efforts to improve cybersecurity preparedness.

**Subject:** Safety and Security

**SB 422 (Portantino, D) California Environmental Quality Act: expedited environmental review: climate change regulations.**

**Introduced:** 02/13/2023

**Last Amended:** 03/20/2023

**Status:** 09/14/2023 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/12/2023) (May be acted upon Jan 2024)

**Location:** 09/14/2023 - Assembly 2 YEAR

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires specified public agencies, including air pollution control districts and air quality management districts, to perform, at the time of adoption of a rule or regulation requiring the installation of pollution control equipment or a performance standard or treatment requirement, an environmental analysis of the reasonably foreseeable methods of compliance. This bill would also require those specified public agencies, at the time of adoption of a rule or regulation requiring the reduction in emissions of greenhouse gases, criteria air pollutants, or toxic air contaminants, to perform an environmental analysis of the reasonably foreseeable methods of compliance.

**Subject:** Public Meetings

**SB 511 (Blakespear, D) Greenhouse gas emissions inventories.**

**Introduced:** 02/14/2023

**Last Amended:** 04/24/2023

**Status:** 09/01/2023 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/23/2023) (May be acted upon Jan 2024)

**Location:** 09/01/2023 - Assembly 2 YEAR

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board, before January 1, 2028, to develop, and publish on its internet website, a report on greenhouse gas emissions inventories for the calendar year 2025 for each city, county, or city and county that requests inclusion in the report, as provided. The bill would require the state board, consistent with the preparation of the updates to the scoping plan and before January 1, 2033, and every 5 years thereafter, to update the inventories, for each city, county, or city and county that requests inclusion in the respective update, for the calendar year 2030 and every 5th year thereafter. The bill would authorize the state board to solicit bids and enter into contracts for the development of the inventories. The bill would require the state board, before January 1, 2026, to establish a local government advisory committee to inform its development of the greenhouse gas emissions inventories.

**Subject:** Environment

**SB 569 (Glazer, D) Political Reform Act of 1974: audits.**

**Introduced:** 02/15/2023

**Last Amended:** 08/28/2023

**Status:** 09/01/2023 - September 1 hearing: Held in committee and under submission.

**Location:** 08/28/2023 - Assembly Appropriations

**Summary:** Would transfer the responsibility for conducting audits and field investigations of lobbying reports to the Fair Political Practices Commission. The bill would also exclude lobbying firms and lobbyist employers with less than one dollar in payments or contributions from being selected for audit. Additionally, this bill would require the Fair Political Practices Commission to adopt regulations or policies that would ensure the operational independence of the commission's audit personnel from the Fair Political Practices Commission's enforcement operations. Audits conducted by the commission would be required to be posted on the commission's internet website for 10 years following the conclusion of the audit and the commission would be required to annually report to the Legislature on the number and types of audits completed by the commission. This bill would delay the operation of these provisions until the January 1 of the next odd numbered year following an appropriation made to support the commission's exercise of these responsibilities.

**Subject:** Reports

**SB 689 (Blakespear, D) Local coastal program: bicycle lane: amendment.**

**Introduced:** 02/16/2023

**Last Amended:** 06/03/2024

**Status:** 06/11/2024 - From committee: Do pass and re-refer to Com. on TRANS. (Ayes 10. Noes 0.) (June 10). Re-referred to Com. on TRANS.

**Hearing:** 07/01/2024

**Location:** 06/10/2024 - Assembly Transportation

**Summary:** The California Coastal Act of 1976 requires the issuance of a coastal development permit if the proposed development is in conformity with the certified local coastal program. The act provides for the certification of local coastal programs by the California Coastal Commission. This bill would provide that an application by a local government to convert an existing motorized vehicle travel lane into a dedicated bicycle lane, dedicated transit lane, or a pedestrian walkway shall not require a traffic study for the processing of either a coastal development permit or an amendment to a local coastal program. The bill would require, if a proposal to convert an existing motorized vehicle travel lane into a dedicated bicycle lane, dedicated transit lane, or a pedestrian walkway within the developed portion of an existing road right-of-way requires an amendment to a local coastal program, that the amendment be processed in accordance with the procedures applicable to de minimus local coastal program amendments if the executive director of the commission makes specified determinations.

**Subject:** Active Transportation

**SB 768 (Caballero, D) California Environmental Quality Act: Transportation Agency: vehicle miles traveled: study.**

**Introduced:** 02/17/2023

**Last Amended:** 05/29/2024

**Status:** 06/26/2024 - June 26 hearing postponed by committee.

**Hearing:** 07/02/2024

**Location:** 06/10/2024 - Assembly Appropriations

**Summary:** This bill would require the Transportation Agency, in consultation with local governments and other interested parties, as specified, by January 1, 2028, and subject to an appropriation by the Legislature for this purpose, to conduct and post on its internet website a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to the California Environmental Quality Act (CEQA). The bill would require the study to include, among other things, an analysis of the differences in the availability and feasibility of mitigation measures for vehicle miles traveled in rural, suburban, and urban areas. The bill would repeal those provisions on January 1, 2029.

**Subject:** Environment

**SB 769 (Gonzalez, D) Local government: fiscal and financial training.**

**Introduced:** 02/17/2023

**Last Amended:** 06/22/2023

**Status:** 09/01/2023 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/12/2023) (May be acted upon Jan 2024)

**Location:** 09/01/2023 - Assembly 2 YEAR

**Summary:** Would require if a local agency provides any type of compensation, salary, or stipend to a member of a legislative body, or provides reimbursement for actual and necessary expenses incurred by a member of a legislative body in the performance of official duties, all local agency officials, as defined, to receive at least 2 hours of fiscal and financial training, as described. The bill would require the training to be received at least once every 2 years, as provided. The bill would exempt a local agency official from the training requirements if they comply with specified criteria under existing law relating to eligibility for appointment or election to, and continuing education for, the office of county auditor, county treasurer, county tax collector, or county treasurer-tax collector.

**Subject:** Miscellaneous

**SB 782 (Limón, D) Gubernatorial appointments: report.**

**Introduced:** 02/17/2023

**Last Amended:** 01/03/2024

**Status:** 06/19/2024 - June 19 set for first hearing. Placed on suspense file.

**Location:** 06/19/2024 - Assembly APPR. SUSPENSE FILE

**Summary:** Would require the office of the Governor, commencing January 1, 2026, to maintain on its internet website a list of every state board and commission that includes, for each state board or commission, the membership list, stated purpose, duties, meeting frequency, internet website, and vacancies in the membership. The bill would require the office of the Governor, on or before January 1, 2027, and annually thereafter, to create and publish on its internet website a report containing aggregate demographic information of appointments made by the office during the prior calendar year, as specified.

**Subject:** Reports

**SB 827 (Glazer, D) San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General.**

**Introduced:** 02/17/2023

**Last Amended:** 06/24/2024

**Status:** 06/24/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on JUD.

**Hearing:** 07/02/2024

**Location:** 06/18/2024 - Assembly Judiciary

**Summary:** Current law establishes the San Francisco Bay Area Rapid Transit District (BART), governed by a board of directors, with specified powers and duties relative to the construction and operation of a rapid transit system. Current law also establishes the independent Office of the BART Inspector General within BART and specifies the duties and responsibilities of the BART Inspector General including, among others, conducting, supervising, and coordinating audits and investigations relating to the district's programs and operations. This bill would provide that the BART Inspector General is vested with the full authority to exercise all responsibility for maintaining a full scope, independent, and objective audit and investigation program. The bill would provide the office with access and authority to examine all records, files, documents, accounts, reports, correspondence, or other property of the district and external entities that perform work for the district. The bill would provide that all books, papers, records, and correspondence of the office are public records subject to the California Public Records Act, but would prohibit the BART Inspector General from releasing certain types of records to the public, except under certain circumstances.

**Subject:** Miscellaneous

**SB 863 (Allen, D) Measures proposed by the Legislature.**

**Introduced:** 02/17/2023

**Last Amended:** 06/19/2024

**Status:** 06/27/2024 - Read second time. Ordered to third reading.

**Hearing:** 07/01/2024

**Location:** 06/27/2024 - Assembly THIRD READING

**Summary:** Current law requires every constitutional amendment, bond measure, or other legislative measure submitted to the people by the Legislature to appear on the ballot of the first statewide election occurring at least 131 days after the adoption of the proposal by the Legislature. This bill would allow the Legislature to specify, in the text of a measure that proposes an amendment or revision of the Constitution, that the constitutional amendment or revision submitted to the people will appear on the ballot at an election other than the one described above if the election specified in the measure would occur at least 131 days after adoption of the measure by the Legislature.

**Subject:** Miscellaneous

**SB 867 (Allen, D) Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024.**

**Introduced:** 02/17/2023

**Last Amended:** 06/29/2024

**Status:** 07/01/2024 - Assembly Rule 96 suspended. Withdrawn from committee. Ordered to third reading. Joint Rule 62(a) suspended.

**Hearing:** 07/02/2024

**Location:** 06/03/2024 - Assembly Committee on Natural Resources

**Summary:** Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate-smart, sustainable, and resilient farms, ranches, and working lands, park creation and outdoor access, and clean air programs.

**Subject:** Miscellaneous

**SB 892 (Padilla, D) Public contracts: automated decision systems: AI risk management standards.**

**Introduced:** 01/03/2024

**Last Amended:** 06/21/2024

**Status:** 06/21/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on P. & C.P.

**Hearing:** 07/02/2024

**Location:** 06/03/2024 - Assembly Privacy and Consumer Protection

**Summary:** Would require the Department of Technology to develop and adopt regulations to create an artificial intelligence (AI) risk management standard, as specified. To develop those regulations, the bill would authorize the department to apply principles and industry standards addressed in specified publications regarding AI risk management. The bill would require the AI risk management standard to include, among other things, a detailed risk assessment procedure for procuring automated decision systems (ADS), as defined, that analyzes specified characteristics of the ADS, methods for appropriate risk controls, as provided, and adverse incident monitoring procedures. The bill would require the department to, among other things, collaborate with specified organizations to develop the AI risk management standard.

**Subject:** Public Works

**SB 896 (Dodd, D) Generative Artificial Intelligence Accountability Act.**

**Introduced:** 01/03/2024

**Last Amended:** 06/04/2024

**Status:** 06/04/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on P. & C.P.

**Hearing:** 07/02/2024

**Location:** 06/03/2024 - Assembly Privacy and Consumer Protection

**Summary:** This bill, the Generative Artificial Intelligence Accountability Act, would, among other things, require the Government Operations Agency, the Department of Technology, and the Office of Data and Innovation to produce a State of California Benefits and Risk of Generative Artificial Intelligence Report that includes certain items, including an examination of the most significant, potentially beneficial uses for deployment of generative artificial intelligence tools by the state, and would require those entities to update the report, as prescribed. The bill would require, as often as is deemed appropriate by the Director of Emergency Services, the California Cybersecurity Integration Center, and the State Threat Assessment Center, those entities to perform a joint risk analysis of potential threats posed by the use of generative artificial intelligence to California's critical energy infrastructure, including those that could lead to mass casualty events and environmental emergencies.

**Subject:** Reports

**SB 904 (Dodd, D) Sonoma-Marín Area Rail Transit District.**

**Introduced:** 01/04/2024

**Last Amended:** 03/21/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (June 26). Re-referred to Com. on APPR.

**Location:** 06/26/2024 - Assembly Appropriations

**Summary:** Current law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín Area Rail Transit District with specified duties and powers relative to the provision of a passenger and freight rail system within the territory of the district. Under current law, the district is governed by a 12-member board of directors appointed by various local governmental entities. Current law authorizes the board to submit to the voters of the district a measure proposing a retail transactions and use tax ordinance. This bill would also authorize those special taxes to be imposed by a qualified voter initiative if that initiative complies with certain requirements. The bill would require the board of supervisors of the Counties of Sonoma and Marin to call a special election on a tax measure proposed by the district's board of directors or a qualified voter initiative in their respective counties, as specified. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program. The bill would delete a provision that limits the district, in the County of Sonoma north of the City of Healdsburg, to locating commuter stations only within incorporated areas.

**Subject:** Miscellaneous

**SB 930 (Laird, D) Memorial highways: Memorial Highway Signage Fund.**

**Introduced:** 01/16/2024

**Last Amended:** 06/12/2024

**Status:** 06/18/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 1.) (June 17). Re-referred to Com. on APPR.

**Hearing:** 07/02/2024

**Location:** 06/18/2024 - Assembly Appropriations

**Summary:** Would establish the Memorial Highway Signage Fund in the State Treasury and would make moneys in the fund available, upon appropriation by the Legislature, to the Department of Transportation for the department's costs in erecting signage for memorial highway designations previously approved by the Legislature that memorialize individuals who have promoted racial and gender equity.

**Subject:** Miscellaneous

**SB 934 (Gonzalez, D) Zero-emission freight infrastructure: interagency coordination: report.**

**Introduced:** 01/16/2024

**Last Amended:** 06/19/2024

**Status:** 06/19/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on U. & E.

**Hearing:** 07/01/2024

**Location:** 06/18/2024 - Assembly Utilities and Energy

**Summary:** Current law requires the Transportation Agency to prepare a state freight plan every 5 years to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. Current law requires the state freight plan to include, among other things, a description of needed infrastructure, projects, and operations for the deployment of zero-emission medium- and heavy-duty vehicles and the development of freight corridors identified in a specified assessment. This bill would require the Transportation Agency and the Energy Commission to jointly convene the Zero-Emission Freight Central Delivery Team, composed of representatives from various state agencies, to lead the statewide coordination of zero-emission freight infrastructure planning and implementation, including carrying out specified actions.

**Subject:** Reports

**SB 936 (Seyarto, R) Office of Planning and Research: study: road safety projects.**

**Introduced:** 01/17/2024

**Last Amended:** 06/20/2024

**Status:** 06/20/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

**Hearing:** 07/01/2024

**Location:** 06/03/2024 - Assembly Transportation

**Summary:** Would require the Office of Planning and Research (OPR), in coordination with the Department of Transportation, to conduct a study to identify certain locations in the state highway system with regard to vehicle collisions, projects that could improve road safety at each of those locations, and common factors, if any, contributing to the delay in the delivery of those projects. The bill would require OPR to post the study on its internet website on or before January 1, 2026.

**Subject:** Planning

**SB 960 (Wiener, D) Transportation: planning: complete streets facilities: transit priority projects.**

**Introduced:** 01/23/2024

**Last Amended:** 05/17/2024

**Status:** 06/03/2024 - Referred to Com. on TRANS.

**Hearing:** 07/01/2024

**Location:** 06/03/2024 - Assembly Transportation

**Summary:** Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would require all transportation projects funded or overseen by the department to provide complete streets facilities, except as specified.

**Subject:** Planning

**SB 961 (Wiener, D) Vehicles: safety equipment.**

**Introduced:** 01/23/2024

**Last Amended:** 06/21/2024

**Status:** 06/21/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on P. & C.P.

**Hearing:** 07/02/2024

**Location:** 06/18/2024 - Assembly Privacy and Consumer Protection

**Summary:** Would require, commencing with the 2030 model year, certain new vehicles to be equipped with a passive intelligent speed assistance system, as specified, that would utilize a brief, one-time, visual and audio signal to alert the driver each time the speed of the vehicle is more than 10 miles per hour over the speed limit. The bill would require all specified vehicles to be capable of having the system fully disabled, by the manufacturer or a franchisee, as specified. The bill would require the system, if the system receives conflicting speed limits for the same area, to apply the higher speed limit. The bill would exempt emergency vehicles and certain passenger vehicles from this requirement.

**Subject:** Safety and Security

**SB 978 (Seyarto, R) State government: budget: state publications: format.**

**Introduced:** 01/29/2024

**Last Amended:** 05/16/2024

**Status:** 06/20/2024 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 19. Noes 0.) (June 19). Re-referred to Com. on APPR.

**Hearing:** 07/02/2024

**Location:** 06/20/2024 - Assembly Appropriations

**Summary:** Would require the Department of Finance to make available on the home page of its internet website access to the Governor's Budget in an electronic machine-readable format.

**Subject:** Records

**SB 983 (Wahab, D) Energy: gasoline stations and alternative fuel infrastructure.**

**Introduced:** 01/29/2024

**Last Amended:** 06/24/2024

**Status:** 06/24/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

**Hearing:** 07/01/2024

**Location:** 06/19/2024 - Assembly Transportation

**Summary:** Would require the State Energy Resources Conservation and Development Commission, upon appropriation by the Legislature, to form the Alternative Fuels Infrastructure Taskforce to conduct a study on retail gasoline fueling stations and alternative fuels infrastructure, as provided. The bill would require the taskforce, on or before January 1, 2027, to submit to the Legislature a report on the study with recommendations.

**Subject:** Planning

**SB 1034 (Seyarto, R) California Public Records Act: state of emergency.**

**Introduced:** 02/06/2024

**Last Amended:** 06/05/2024

**Status:** 06/27/2024 - In Senate. Concurrence in Assembly amendments pending.

**Hearing:** 07/01/2024

**Location:** 06/27/2024 - Senate CONCURRENCE

**Summary:** The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Current law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Current law authorizes that time limit to be extended by no more than 14 days under unusual circumstances and defines "unusual circumstances" to include certain circumstances. This bill would revise the unusual circumstances under which the time limit may be extended to include the need to search for, collect, and appropriately examine records during a state of emergency, as defined, proclaimed by the Governor in the jurisdiction where the agency is located when the state of emergency currently affects, due to the state of emergency, the agency's ability to timely respond to requests due to staffing shortages or closure of facilities where the requested records are located, except as specified.

**Subject:** Records

**SB 1068 (Eggman, D) Tri-Valley-San Joaquin Valley Regional Rail Authority: contracting: Construction Manager/General Contractor project delivery method.**

**Introduced:** 02/12/2024

**Last Amended:** 03/14/2024

**Status:** 06/18/2024 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 15. Noes 0.) (June 17). Re-referred to Com. on APPR.

**Hearing:** 07/02/2024

**Location:** 06/18/2024 - Assembly Appropriations

**Summary:** Current law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, delivering, and operating cost-effective and responsive transit connectivity, between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service. Current law gives the authority all of the powers necessary for planning, acquiring, leasing, developing, jointly developing, owning, controlling, using, jointly using, disposing of, designing, procuring, and constructing facilities to achieve transit connectivity, including, among other powers, the power to contract with public and private entities for the planning, design, and construction of the connection. Current law authorizes these contracts to be assigned separately or combined to include any or all tasks necessary to achieve transit connectivity. This bill would authorize the Tri-Valley-San Joaquin Valley Regional Rail Authority to use the Construction Manager/General Contractor project delivery method when contracting for the planning, design, and construction of the connection. The bill would additionally authorize the contracts of the authority to extend to work on the state highway system for the construction of passenger rail service through the Altamont Pass Corridor.

**Subject:** Public Works

**SB 1098 (Blakespear, D) Passenger and freight rail: LOSSAN Rail Corridor.**

**Introduced:** 02/13/2024

**Last Amended:** 05/16/2024

**Status:** 06/18/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (June 17). Re-referred to Com. on APPR.

**Location:** 06/18/2024 - Assembly Appropriations

**Summary:** Current law authorizes the Department of Transportation, subject to the approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Current law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. This bill would require the Secretary of Transportation to provide guidance and recommendations to and coordination between stakeholders as necessary to ensure the performance of the LOSSAN Rail Corridor.

**Subject:** Transit

**SB 1134 (Caballero, D) Surplus land.**

**Introduced:** 02/13/2024

**Last Amended:** 06/10/2024

**Status:** 06/20/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (June 19). Re-referred to Com. on APPR.

**Hearing:** 07/02/2024

**Location:** 06/19/2024 - Assembly Appropriations

**Summary:** Current law provides for the disposal of land owned by a local agency that is surplus and is not necessary for the agency's use. The local agency is required to declare the land either "surplus land" or "exempt surplus land," as prescribed. Current law sets forth procedures for the disposal of surplus land and provides that these procedures do not apply to exempt surplus land. Current law, for prescribed surplus land parcels developed with residential units, requires minimum percentages of residential units developed on the parcel to be sold or rented at affordable housing cost or affordable rent. This bill, with regard to surplus land, would require each parcel of land to be considered a distinct unit of surplus land, with the exception of contiguous parcels that are disposed of simultaneously to the same receiving entity or any entity working in concert with another receiving entity, which parcels the bill would require to be treated as a single unit of land.

**Subject:** Surplus Land



**SB 1136 (Stern, D) California Global Warming Solutions Act of 2006: report.**

**Introduced:** 02/13/2024

**Status:** 06/18/2024 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 10. Noes 0.) (June 17). Re-referred to Com. on APPR.

**Hearing:** 07/02/2024

**Location:** 06/17/2024 - Assembly Appropriations

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. Current law requires the state board to present an informational report on the reported emissions of greenhouse gases, criteria pollutants, and toxic air contaminants from all sectors covered by the scoping plan at least once a year at a hearing of the Joint Legislative Committee on Climate Change Policies. This bill would instead require that informational report to cover topics related to the scoping plan, as directed by the Joint Legislative Committee on Climate Change Policies.

**Subject:** Environment

**SB 1140 (Caballero, D) Enhanced infrastructure financing district.**

**Introduced:** 02/14/2024

**Last Amended:** 06/17/2024

**Status:** 06/18/2024 - Read second time. Ordered to third reading.

**Hearing:** 07/01/2024

**Location:** 06/18/2024 - Assembly THIRD READING

**Summary:** Current law allows the legislative body of a city or county to designate an enhanced infrastructure financing district (EIFD) to finance public capital facilities or other projects. The governing body, known as the public financing authority, must adopt a resolution of intention, direct an official to mail the resolution to each affected taxing entity, hold a meeting and three public hearings on the proposed infrastructure financing plan, and mail the plan to each landowner and taxing entity. Notice requirements include mailing written notices to each landowner, resident, and taxing entity, with alternative notice procedures allowed. The public financing authority must review the plan annually, make necessary amendments, and adopt an annual report after a public hearing with mailed notice. This bill revises these provisions by reducing the requirement to one meeting and two public hearings, removing the requirement for first-class mail notices for the annual report, and allowing alternative notice procedures for amendments and annual plans.

**Subject:** Planning

**SB 1158 (Archuleta, D) Carl Moyer Memorial Air Quality Standards Attainment Program.**

**Introduced:** 02/14/2024

**Last Amended:** 04/16/2024

**Status:** 06/25/2024 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 10. Noes 0.) (June 24). Re-referred to Com. on APPR.

**Location:** 06/24/2024 - Assembly Appropriations

**Summary:** Current law requires that funds be allocated under the Carl Moyer Memorial Air Quality Standards Attainment Program to local air districts for liquidation in accordance with grant criteria and guidelines adopted by the State Air Resources Board. Current law provides that any funds reserved for a local air district by the state board are available for disbursement to the district for a period of not more than 2 years from the time of reservation. Current law requires funds not liquidated by a district by June 30 of the 4th calendar year following the date of the reservation to be returned to the state board within 90 days for future allocation under the program. Beginning January 1, 2034, current law reduces the deadline for that period of liquidation to June 30 of the 2nd calendar year following the date of reservation. This bill would extend the deadline for the period of liquidation to June 30 of the 6th calendar year following the date of disbursement and would make other conforming changes.

**Subject:** Funding

**SB 1159 (Dodd, D) California Environmental Quality Act: roadside wildfire risk reduction projects.**

**Introduced:** 02/14/2024

**Last Amended:** 06/24/2024

**Status:** 06/24/2024 - Read second time and amended. Re-referred to Com. on APPR.

**Hearing:** 07/02/2024

**Location:** 06/17/2024 - Assembly Appropriations

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and are exempt from the requirements of CEQA, commonly known as categorical exemptions. This bill, on or before January 1, 2026, would require the office to evaluate, and the secretary to consider, the inclusion of roadside projects no more than 5 road miles from a municipality or census-designated place that are undertaken solely for the purpose of wildfire risk reduction in the classes of projects subject to a categorical exemption. The bill would require the office to consider appropriate eligibility criteria for these projects, as specified.

**Subject:** Environment

**SB 1162 (Cortese, D) Public contracts: employment compliance reports and payroll records: workers' dates of birth.**

**Introduced:** 02/14/2024

**Last Amended:** 06/10/2024

**Status:** 06/20/2024 - From committee: Do pass and re-refer to Com. on P. & C.P. with recommendation: To consent calendar. (Ayes 7. Noes 0.) (June 19). Re-referred to Com. on P. & C.P.

**Hearing:** 07/02/2024

**Location:** 06/19/2024 - Assembly Privacy and Consumer Protection

**Summary:** Current law establishes requirements that apply when a public entity is required by statute or regulation to obtain an enforceable commitment that a bidder, contractor, or other entity will use a skilled and trained workforce to complete a contract or project. Current law requires the enforceable commitment to provide that the contractor, bidder, or other entity will provide to the public entity or other awarding body a report on a monthly basis demonstrating its compliance with these requirements. This bill would additionally require the enforceable commitment to provide that the above-described report will include the date of birth of each worker.

**Subject:** Employment

**SB 1205 (Laird, D) Workers' compensation: medical treatment.**

**Introduced:** 02/15/2024

**Last Amended:** 06/27/2024

**Status:** 06/27/2024 - Read second time and amended. Re-referred to Com. on APPR.

**Location:** 06/26/2024 - Assembly Appropriations

**Summary:** Current law, under the workers' compensation system, requires employers to provide medical, surgical, chiropractic, acupuncture, licensed clinical social worker, and hospital treatment reasonably required to cure or relieve the injured worker from the effects of the injury. Current law makes it a misdemeanor for an employer to discharge, threaten to discharge, or discriminate against, or for an insurer to advise, direct, or threaten an insured to discharge, an employee because they have filed or made known their intention to file a claim for compensation, or an application for adjudication, or because the employee has received a rating, award, or settlement, as specified. This bill would require an employee, when possible, to make a reasonable effort to schedule treatment outside of work hours. The bill would require the employee to provide notice if treatment occurs during work hours, as specified. The bill would require that the leave taken by an employee pursuant to these provisions run concurrently with leave taken pursuant to the federal Family and Medical Leave Act of 1993 and the California Family Rights Act if the employee would have been eligible for that leave.

**Subject:** Employment

**SB 1216 (Blakespear, D) Transportation projects: Class III bikeways: prohibition.**

**Introduced:** 02/15/2024

**Last Amended:** 04/16/2024

**Status:** 05/28/2024 - Referred to Com. on TRANS.

**Hearing:** 07/01/2024

**Location:** 05/28/2024 - Assembly Transportation

**Summary:** Current law establishes 4 classifications of bikeways and defines a "Class III bikeway" as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. This bill would define "sharrow" as the pavement marking used to inform road users that bicyclists might occupy the travel lane. The bill would prohibit, on and after January 1, 2025, an agency responsible for the development or operation of bikeways or highways where bicycle travel is permitted from installing or restriping a Class III bikeway or a sharrow on a highway that has a posted speed limit greater than 30 miles per hour.

**Subject:** Active Transportation

**SB 1243 (Dodd, D) Campaign contributions: agency officers.**

**Introduced:** 02/15/2024

**Last Amended:** 06/27/2024

**Status:** 06/27/2024 - Read second time and amended. Ordered to second reading.

**Hearing:** 07/01/2024

**Location:** 06/27/2024 - Assembly SECOND READING

**Summary:** The Political Reform Act of 1974 prohibits certain contributions of more than \$250 to an officer of an agency by any party, participant, or party or participant's agent in a proceeding while a proceeding involving a license, permit, or other entitlement for use is pending before the agency and for 12 months following the date a final decision is rendered in the proceeding, as specified. The act requires disclosure on the record of the proceeding, as specified, of certain contributions of more than \$250 within the preceding 12 months to an officer from a party or participant, or party's agent. The act disqualifies an officer from participating in a decision in a proceeding if the officer has willfully or knowingly received a contribution of more than \$250 from a party or a party's agent, or a participant or a participant's agent, as specified. The act allows an officer to cure certain violations of these provisions by returning a contribution, or the portion of the contribution of in excess of \$250, within 14 days of accepting, soliciting, or receiving the contribution, whichever comes latest. This bill would raise the threshold for contributions regulated by these provisions to \$1,000, as specified. The bill would extend the period during which an officer may cure a violation to within 30 days of accepting, soliciting, or directing the contribution, whichever is latest. The bill would specify that a person is not a "participant" for the purposes of these provisions if their financial interest in a decision results solely from an increase or decrease in membership dues.

**Subject:** Miscellaneous

**SB 1271 (Min, D) Electric bicycles, powered mobility devices, and storage batteries.**

**Introduced:** 02/15/2024

**Last Amended:** 06/26/2024

**Status:** 06/26/2024 - Read second time and amended. Re-referred to Com. on APPR.

**Location:** 06/25/2024 - Assembly Appropriations

**Summary:** This bill would clarify that an electric bicycle is a bicycle equipped with fully operable pedals and an electric motor with continuous rated mechanical power of not more than 750 watts. The bill would also clarify the definitions of "class 1 electric bicycle" and "class 3 electric bicycle" by providing that the motor on a class 1 electric bicycle is not capable of exclusively propelling the bicycle nor providing assistance to reach speeds greater than 20 miles per hours hour and the motor on a class 3 electric bicycle is not capable of exclusively propelling the bicycle.

**Subject:** Active Transportation

**SB 1297 (Allen, D) The City of Malibu's speed safety system pilot program.**

**Introduced:** 02/15/2024

**Last Amended:** 04/11/2024

**Status:** 06/18/2024 - From committee: Do pass and re-refer to Com. on P. & C.P. (Ayes 13. Noes 1.) (June 17). Re-referred to Com. on P. & C.P.

**Hearing:** 07/02/2024

**Location:** 06/18/2024 - Assembly Privacy and Consumer Protection

**Summary:** Current law requires a participating city or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program and requires the participating city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized. Current law requires a participating city or city and county to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. Existing law also requires a participating city or city and county to develop uniform guidelines for, among other things, the processing and storage of confidential information. Current law designates 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. This bill would authorize, until January 1, 2032, the City of Malibu to establish a similar program for speed enforcement that utilizes up to 5 speed safety systems on the Pacific Coast Highway.

**Subject:** Planning

**SB 1325 (Durazo, D) Public contracts: best value procurement: goods.**

**Introduced:** 02/16/2024

**Last Amended:** 04/10/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (June 26). Re-referred to Com. on APPR.

**Location:** 06/26/2024 - Assembly Appropriations

**Summary:** Current law imposes requirements on, and authorizes procedures for, public contracting for equipment and services, among other things, by local and state agencies. Current law authorizes certain procurements to be facilitated through a lowest responsible bidder requirement. This bill would authorize a public entity, as defined, to award contracts through a best value procurement method, as described, for the purchase of goods with a base value of \$250,000 or more. The bill would require the public entity to adopt and publish procedures and guidelines for evaluating the qualifications of the bidders to ensure the best value selections are conducted in a fair and impartial manner, as described. The bill would authorize the procedures and guidelines to include the adoption of a high road jobs plan policy that evaluates bidders' high road jobs plan commitments as part of the overall score for the public contract, as specified. This bill would require the solicitation document to include certain information and would direct the public entity to use a scoring method based on price and the factors described in the solicitation document.

**Subject:** Public Works

**SB 1375 (Durazo, D) Workforce development: records: poverty-reducing standards: funds, programs, reporting, and analyses.**

**Introduced:** 02/16/2024

**Last Amended:** 04/15/2024

**Status:** 05/28/2024 - Referred to Com. on L. & E.

**Hearing:** 07/02/2024

**Location:** 05/28/2024 - Assembly Labor and Employment

**Summary:** Current law grants current and former employees, or their representative, the right to inspect and receive a copy of personnel records maintained by the employer relating to the employee's performance or to any grievance concerning the employee. Current law requires the employer to make the contents of those personnel records available for inspection and makes it a crime for an employer to violate these requirements. This bill would provide that personnel records relating to the employee's performance include education and training records and would require an employer who maintains education and training records to ensure those records include specified information.

**Subject:** Funding

**SB 1402 (Min, D) 30x30 goal: state agencies: adoption, revision, or establishment of plans, policies, and regulations.**

**Introduced:** 02/16/2024

**Last Amended:** 06/11/2024

**Status:** 06/27/2024 - From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 10. Noes 1.) (June 25).

**Hearing:** 07/01/2024

**Location:** 06/25/2024 - Assembly Appropriations

**Summary:** Current law requires the Secretary of the Natural Resources Agency to prepare and submit, on or before March 31, 2024, and annually thereafter, a report to the Legislature on the progress made in the prior calendar year toward achieving the goal to conserve 30% of California's lands and coastal waters by 2030. Current law provides that it is the goal of the state to conserve at least 30% of California's lands and coastal waters by 2030, known as the 30x30 goal. This bill would require all state agencies, departments, boards, offices, commissions, and conservancies to consider the 30x30 goal when adopting, revising, or establishing plans, policies, and regulations that directly affect land use, management of natural resources, or biodiversity conservation.

**Subject:** Environment

**SB 1404 (Glazer, D) Political Reform Act of 1974: audits.**

**Introduced:** 02/16/2024

**Last Amended:** 06/27/2024

**Status:** 06/27/2024 - Read second time and amended. Re-referred to Com. on APPR.

**Location:** 06/26/2024 - Assembly Appropriations

**Summary:** The Political Reform Act of 1974 requires the Franchise Tax Board to conduct audits and field investigations regarding the reports filed by lobbyists. Current law requires 25% of lobbyist employers and lobbying firms to be subject to a random audit and investigation every 2 years. This bill would revise the provisions above relating to audits and field investigations. Until January 1, 2033, this bill would transfer the responsibility for conducting audits and field investigations of lobbying reports to the Fair Political Practices Commission. During this period, the bill would require the Secretary of State to impose an additional fee, to be established by the commission, not to exceed \$500 per year, to lobbying firms and lobbyist employers subject to audit to offset costs associated with conducting audits and field investigations. This fee would be deposited in a new fund that the bill would establish, the Field Audits and Investigations Fund, which would be continuously appropriated to the commission for these purposes. From January 1, 2027 through January 1, 2033, the bill would require 60 lobbying firms and lobbyist employers who employ one or more lobbyists to be selected for audit, as specified.

**Subject:** Public Works

**SB 1417 (Allen, D) Transit districts: prohibition orders.**

**Introduced:** 02/16/2024

**Status:** 04/29/2024 - Referred to Com. on TRANS.

**Hearing:** 07/01/24 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 04/29/2024 - Assembly Transportation

**Summary:** Current law prohibits certain acts by a person with respect to the property, facilities, or vehicles of a transit district. Current law authorizes the Fresno Area Express, the Los Angeles County Metropolitan Transportation Authority, the Sacramento Regional Transit District, the San Francisco Bay Area Rapid Transit District, and the Santa Clara Valley Transportation Authority to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Current law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Current law establishes notice requirements in that regard and provides for initial and administrative review of the order. This bill would provide that the Santa Monica Department of Transportation is also a transit district for purposes of these provisions regarding prohibition orders.

**Subject:** Safety and Security

**SB 1418 (Archuleta, D) Hydrogen-fueling stations: expedited review.**

**Introduced:** 02/16/2024

**Last Amended:** 05/15/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on TRANS. (Ayes 7. Noes 0.) (June 26). Re-referred to Com. on TRANS.

**Hearing:** 07/01/2024

**Location:** 06/26/2024 - Assembly Transportation

**Summary:** The Planning and Zoning Law requires every city, county, and city and county to administratively approve an application to install electric vehicle charging stations and hydrogen-fueling stations through the issuance of a building permit or similar nondiscretionary permit. Current law, the Planning and Zoning Law, requires each city, county, and city and county to adopt an ordinance that creates an expedited, streamlined permitting process for electric vehicle charging stations. Current law authorizes a city, county, or city and county developing an ordinance to refer to the recommendations contained in the most current version of the "Plug-In Electric Vehicle Infrastructure Permitting Checklist," as specified. Current law requires a city, county, and city and county, in developing the expedited permitting process, to adopt a checklist of all requirements with which electric vehicle charging stations must comply to be eligible for expedited review. For these purposes, current law defines "hydrogen-fueling station" to mean the equipment used to store and dispense hydrogen fuel to vehicles according to industry codes and standards that is open to the public. Current law requires a hydrogen-fueling station to meet certain requirements, including any rules established by the State Air Resources Board, Energy Commission, or Department of Food and Agriculture regarding safety, reliability, weights, and measures. This bill would modify the definition of "hydrogen-fueling station" to mean the equipment and structural design components necessary to ensure the safety of the fueling station, including hydrogen-refueling canopies, that are used to store and dispense hydrogen fuel to vehicles according to industry codes and standards that are open to the public.

**Subject:** Zero Emission

**SB 1420 (Caballero, D) Hydrogen.**

**Introduced:** 02/16/2024

**Last Amended:** 06/24/2024

**Status:** 06/24/2024 - Read second time and amended. Re-referred to Com. on NAT. RES.

**Hearing:** 07/01/2024

**Location:** 06/19/2024 - Assembly Natural Resources

**Summary:** Current law requires the State Air Resources Board, no later than July 1, 2008, to adopt hydrogen fuel regulations that ensure state funding for the production and use of hydrogen fuel contributes to the reduction of the emissions of greenhouse gases, criteria air pollutants, and toxic air contaminants, and ensure the production and direct use of hydrogen fuel in motor vehicles also contributes to a reduced dependence on petroleum, as provided. Current law requires that those regulations impose certain requirements relating to emissions from hydrogen fuel and require that, on a statewide basis, no less than 33.3% of the hydrogen produced for, or dispensed by, fueling stations that receive state funds be made from specified renewable energy resources. Current law requires the state board, in consultation with other relevant agencies, to review the emissions and renewable resource requirements every 4 years and strengthen those requirements if it makes a specified determination. Current law requires the Secretary for Environmental Protection to convene the California Environmental Protection Agency's Environmental Justice Advisory Committee at least once annually to solicit the committee's comments on the production and distribution of hydrogen fuel. This bill would delete those requirements. The bill would express the policy of the state that hydrogen produced for use in a fuel cell electric vehicle shall have a well-to-gate carbon intensity equal to or less than the carbon intensity of electricity from the California electrical grid when used to power an electric vehicle. (Based on 06/24/2024 text)

**Subject:** Zero Emission

**SB 1443 (Jones, R) California Interagency Council on Homelessness.**

**Introduced:** 02/16/2024

**Status:** 06/26/2024 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 6. Noes 0.) (June 25). Re-referred to Com. on APPR.

**Hearing:** 07/02/2024

**Location:** 06/25/2024 - Assembly Appropriations

**Summary:** Current law requires the Governor to establish the California Interagency Council on Homelessness, and requires the council to, among other things, identify mainstream resources, benefits, and services that can be accessed to prevent and end homelessness in California, and promote systems integration to increase efficiency and effectiveness while focusing on designing systems to address the needs of people experiencing homelessness. Current law sets forth the composition of the council, which includes, among others, the Secretary of Business, Consumer Services, and Housing and the Secretary of California Health and Human Services, who serve as co-chairs of the council. This bill would add a representative from the State Council on Developmental Disabilities to the council described above.

**Subject:** Miscellaneous

**SB 1488 (Durazo, D) Outdoor advertising displays: exemptions.**

**Introduced:** 02/16/2024

**Last Amended:** 04/25/2024

**Status:** 06/20/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 1.) (June 19). Re-referred to Com. on APPR.

**Location:** 06/20/2024 - Assembly Appropriations

**Summary:** The Outdoor Advertising Act provides for the regulation by the Department of Transportation of advertising displays, as defined, within view of public highways. The act exempts from its provisions certain advertising displays, including, among others, any advertising display used exclusively either to advertise products, goods, or services sold by persons on the premises of an arena on a regular basis, or to advertise any products, goods, or services marketed or promoted on the premises of an arena pursuant to a sponsorship marketing plan with a duration of at least one year, if specified conditions are met. This bill would reduce the minimum duration of a sponsorship marketing plan that qualifies an advertising display for this exemption from regulation under the act from one year to 120 days.

**Subject:** Public Works

**SB 1497 (Menjivar, D) Polluters Pay Climate Cost Recovery Act of 2024.**

**Introduced:** 02/16/2024

**Last Amended:** 04/25/2024

**Status:** 05/22/2024 - Ordered to inactive file on request of Senator Menjivar.

**Location:** 05/22/2024 - Senate INACTIVE FILE

**Summary:** Would enact the Polluters Pay Climate Cost Recovery Act of 2024 and would establish the Polluters Pay Climate Cost Recovery Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by the sale of their products during the covered period, which the bill would define as the time period between the 2000 and 2020 calendar years, inclusive, to relieve a portion of the burden from climate harms that is borne by California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuel that, during the covered period, did business in the state or otherwise had sufficient contact with the state and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate, globally during the covered period.

**Subject:** Environment

**SB 1510 (Stern, D) Permitting: electric vehicle charging.**

**Introduced:** 02/16/2024

**Status:** 02/29/2024 - Referred to Com. on RLS.

**Location:** 02/16/2024 - Senate Rules

**Summary:** Current law requires every city, county, and city and county to administratively approve an application to install electric vehicle charging stations through the issuance of a building permit or similar nondiscretionary permit and requires the review of an application to install an electric vehicle charging station to be limited to the building official's review of whether it meets all health and safety requirements of local, state, and federal law. Current law requires an electric vehicle charging station to comply with, among other things, all applicable rules of the Public Utilities Commission regarding safety and reliability, as specified. This bill would express the intent of the Legislature to enact subsequent legislation that would reduce state and local permitting barriers for electric vehicle charging.

**Subject:** Public Works

**SCA 7 (Umberg, D) Employment: workers' rights.**

**Introduced:** 05/01/2023

**Last Amended:** 06/26/2023

**Status:** 06/26/2023 - Read second time and amended. Re-referred to Com. on E. & C.A.

**Location:** 06/22/2023 - Senate Elections and Constitutional Amendments

**Summary:** Current state law forbids a public employer from deterring or discouraging public employees from becoming or remaining members of an employee organization. Current federal law forbids employers from interfering with, restraining, or coercing employees in the exercise of rights relating to organizing, forming, joining, or assisting a labor organization for collective bargaining purposes, or from working together to improve terms and conditions of employment, or refraining from any such activity. This measure, the Right to Organize and Negotiate Act, would ensure that all Californians have the right to join a union and to negotiate with their employers, through their legally chosen representative, to protect their economic well-being and safety at work. This measure would require the Legislature to provide for the enforcement of these rights.

**Subject:** Employment

**SCR 74 (Nguyen, R) Officer Jon Coutchie Memorial Bridge.**

**Introduced:** 06/05/2023

**Last Amended:** 06/27/2023

**Status:** 01/12/2024 - Chaptered by Secretary of State - Chapter 2, Statutes of 2024

**Location:** 01/12/2024 - Senate CHAPTERED

**Summary:** This measure would designate the Aliso Creek Bridge on State Highway Route 1 in the County of Orange as the Officer Jon Coutchie Memorial Bridge. The measure would also request the Department of Transportation to determine the cost of appropriate signs showing this special designation and, upon receiving donations from nonstate sources to cover that cost, to erect those signs. This bill contains other related provisions.

**Subject:** Miscellaneous