



Orange County Transportation Authority

Legislative and Communications Committee Agenda

Thursday, March 21, 2024 at 9:00 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Donald P. Wagner, Chair
Katrina Foley, Vice Chair
Ashleigh Aitken
Jon Dumitru
Fred Jung
Tam T. Nguyen

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Orange County Transportation Authority (OCTA) Clerk of the Board's office at (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda Descriptions

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person or listen to audio live streaming of the Board and Committee meetings by clicking this link: <https://octa.legistar.com/Calendar.aspx>

In-Person Comment

Members of the public may attend in-person and address the Board regarding any item within the subject matter jurisdiction of the Orange County Transportation Authority. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

Call to Order

Pledge of Allegiance

Director Jung

Closed Session

There are no Closed Session items scheduled.

Special Calendar

1. Conference Call with State Legislative Advocate Moira Topp

Moira Topp/Lance M. Larson

Overview

An update of Legislative Items in Sacramento will be provided.

Consent Calendar (Item 2)

All items on the Consent Calendar are to be approved in one motion unless a Committee Member or a member of the public requests separate action or discussion on a specific item.

2. Approval of Minutes

Clerk of the Board

Recommendation

Approve the minutes of the February 15, 2024 Legislative and Communications Committee Meeting.

Attachments:

[Minutes](#)

LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

Regular Calendar

3. State Legislative Status Report

Alexis Leicht/Lance M. Larson

Overview

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its overall programs, projects, and operations. Staff recommends a support position on three pieces of legislation: the first related to non-emergency medical transportation reimbursements, the second related to developing and distributing a handbook for bicycle and electric bicycle safety, and the third which would make it a conditional prohibition for a person to unlawfully occupy a public space, including public transit stops, open space, and schools. An overview is provided and direction is requested on legislation that would create several reporting requirements for the California State Transportation Secretary and regional governments pertaining to the planning, operations, and management of the Los Angeles - San Diego - San Luis Obispo Rail Corridor.

Recommendations

- A. Adopt a SUPPORT position on AB 2043 (Boerner, D-Solana Beach), which would require Medi-Cal Managed Care Plans to reimburse public transit operators for nonmedical transportation and nonemergency medical transportation services.
- B. Adopt a SUPPORT position on AB 2259 (Boerner, D-Solana Beach), which would require CalSTA to develop and distribute a bicycle safety handbook on or before September 1, 2025.
- C. Adopt a SUPPORT position on SB 1011 (Jones, R-San Diego), which would make a conditional prohibition for a person to unlawfully occupy a public space, including public transit stops, open spaces, and schools.
- D. Direct staff to engage with the author's office and work with Los Angeles - San Diego - San Luis Obispo Rail Corridor member agencies to help inform and identify any potential improvements to SB 1098 (Blakespear, D-Encinitas).

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

4. Federal Legislative Status Report

Clara Brotcke/Lance M. Larson

Overview

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. An update is provided on the funding deal reached as it pertains to programs included in the Transportation, Housing, and Urban Development appropriations bill. Information is provided on the United States Environmental Protection Agency's proposed disapproval of the South Coast Air Quality Management District contingency measure state implementation plan. A House Transportation and Infrastructure Subcommittee hearing related to the implementation of Buy America is summarized.

Recommendation

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

Discussion Items

5. Angels Express Overview

Ryan Armstrong/Maggie McJilton

Overview

Present an overview on the resumption of Angels Express service and its marketing efforts for the 2024 baseball season.

Attachments:

[Presentation](#)

6. Public Comments

7. Chief Executive Officer's Report

8. Committee Members' Reports

LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

9. **Adjournment**

The next regularly scheduled meeting of this Committee will be held:

9:00 a.m. on Thursday, April 18, 2024

OCTA Headquarters

Board Room

550 South Main Street

Orange, California



Committee Members Present

Donald P. Wagner, Chair
Ashley Aitken
Jon Dumitru
Fred Jung
Tam T. Nguyen

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Gina Ramirez, Assistant Clerk of the Board
Sahara Meisenheimer, Clerk of the Board Specialist
Andrea West, Clerk of the Board
James Donich, General Counsel
OCTA Staff

Committee Members Absent

Katrina Foley, Vice Chair

Call to Order

The February 15, 2023, regular meeting of the Legislative and Communications Committee was called to order by Committee Chair Wagner at 9:01 a.m.

Special Calendar

1. Committee Meeting 2024 Schedule

Darrell E. Johnson, Chief Executive Officer, presented this item.

A motion was made by Director Aitken, seconded by Director Nguyen, and declared passed by those present to approve the 2024 Legislative and Communications Committee meeting calendar.

2. Roles and Responsibilities of the Legislative and Communications Committee

Darrell E. Johnson, Chief Executive Officer, presented this item and noted there were no changes.

A motion was made by Director Aitken, seconded by Director Nguyen, and declared passed by those present to approve the 2024 Legislative and Communications Committee Roles and Responsibilities.

3. Conference Call with State Legislative Advocate Moira Topp

Moira Topp, State Legislative Advocate, provided an update on this item.

No action was taken on this item.



Consent Calendar (Items 4 and 5)

4. Approval of Minutes

A motion was made by Director Dumitru, seconded by Director Jung, and declared passed by those present to approve the minutes of the November 16, 2023, Legislative and Communications Committee Meeting.

Directors Aitken and Nguyen abstained from voting on this item due to not being in attendance at the meeting.

5. Agreement for Rideshare and Vanpool Marketing Services

A motion was made by Director Dumitru, seconded by Director Jung, and declared passed by those present, to:

- A. Approve the selection of Jovenville, LLC, doing business as We The Creative, as the firm to provide rideshare and vanpool marketing services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3- 2607 between the Orange County Transportation Authority and Jovenville, LLC, doing business as We The Creative, in the amount of \$616,667, to provide rideshare and vanpool marketing services for a two-year initial term with two, two-year option terms.

Regular Calendar

6. State Legislative Status Report

Lance M. Larson, Executive Director of Government Relations, provided opening comments and introduced Alexis Leicht, Associate Government Relations Representative, who provided an update on this item.

No action was taken on this receive and file information item.

7. Federal Legislative Status Report

Lance M. Larson, Executive Director of Government Relations, provided opening comments and introduced Alexis Leicht, Associate Government Relations Representative, who provided an update on this item.

No action was taken on this receive and file information item.



Discussion Items

8. Public Comments

There were no public comments received.

9. Chief Executive Officer's Report

Mr. Johnson, CEO, reported on the following:

- Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor) Update
- Lunar New Year Event

10. Committee Members' Reports

There were no Committee Members' Reports.

11. Adjournment

The meeting adjourned at 9:29 a.m.

The next regularly scheduled meeting of this Committee will be held:

9:00 a.m. on Thursday, March 21, 2024

OCTA Headquarters

Board Room

550 South Main Street

Orange, California

ATTEST

Gina Ramirez
Assistant Clerk of the Board



March 21, 2024

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: State Legislative Status Report

Overview

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its overall programs, projects, and operations. Staff recommends a support position on three pieces of legislation: the first related to non-emergency medical transportation reimbursements, the second related to developing and distributing a handbook for bicycle and electric bicycle safety, and the third which would make it a conditional prohibition for a person to unlawfully occupy a public space, including public transit stops, open space, and schools. An overview is provided and direction is requested on legislation that would create several reporting requirements for the California State Transportation Secretary and regional governments pertaining to the planning, operations, and management of the Los Angeles – San Diego – San Luis Obispo Rail Corridor.

Recommendations

- A. Adopt a SUPPORT position on AB 2043 (Boerner, D-Solana Beach), which would require Medi-Cal Managed Care Plans to reimburse public transit operators for nonmedical transportation and nonemergency medical transportation services.
- B. Adopt a SUPPORT position on AB 2259 (Boerner, D-Solana Beach), which would require CalSTA to develop and distribute a bicycle safety handbook on or before September 1, 2025.
- C. Adopt a SUPPORT position on SB 1011 (Jones, R-San Diego), which would make a conditional prohibition for a person to unlawfully occupy a public space, including public transit stops, open spaces, and schools.
- D. Direct staff to engage with the author's office and work with Los Angeles – San Diego – San Luis Obispo Rail Corridor member agencies to help inform and identify any potential improvements to SB 1098 (Blakespear, D-Encinitas).

Discussion**AB 2043 (Boerner, D-Solana Beach): Medi-Cal: Nonmedical and Nonemergency Medical Transportation**

Historically, Medi-Cal could directly reimburse transportation providers, through an agreement, for nonmedical and nonemergency medical transportation for individuals that were covered by Medi-Cal as long as they were utilizing the transportation services to gain access to services that were also covered by Medi-Cal. However, following the enactment of AB 2394 (Chapter 615, Statutes of 2016), transportation reimbursement is now included in a customer's capitated health care coverage, where invoices for reimbursement are sent to the customer's Managed Care Plan (MCP) instead of transportation providers, including public transportation operators. The MCPs are then tasked with reimbursing the transportation providers if the Medi-Cal customer requests the transportation from their MCP in advance. If the customer does not notify their MCP and submits a request, then transportation providers are responsible for acquiring reimbursement from the MCP on their own. MCPs can receive both state and federal funds to offer Medi-Cal-related transportation services, but they are not required to reimburse transportation providers. As a result, MCPs are placed under little to no pressure to partner with transportation providers.

AB 2043 requires the California Department of Health Care Services (DHCS) to require MCPs to contract with public transit operators to establish reimbursement rates for nonmedical and nonemergency medical transportation trips. It further requires the reimbursement rates by the MCP to the public transit operator to be based on the fee-for-service rates determined by DHCS for nonmedical and nonemergency medical transportation service.

Public transportation operators are federally mandated to provide transportation for medically necessary Medi-Cal related services, such as traveling to a doctor's appointment and picking up prescriptions or medical supplies. In these instances, public transportation is the only affordable option to access such care. AB 2043 would provide a more robust line of communication between the MCPs and public transportation operators, taking the onus off the transportation provider to make reimbursement requests on their own. AB 2043 will create an opportunity for a more equitable reimbursement system to occur and ultimately, save the transit operators money. As public transit operators face long-term financial hurdles, it is important to ensure they are receiving this reimbursement to which they are entitled.

OCTA supported AB 719 (Boerner, D-Solana Beach) last year, which is identical to this legislation. AB 719 was vetoed because the Governor indicated (in his veto message) that DHCS was unable to perform the series of federal approvals to implement these provisions. Since that veto, there has been further guidance from the federal government stating that public paratransit agencies should not be unduly burdened by the cost of these services. Discussions are anticipated

to commence with the DHCS to find a path forward this year because of this latest guidance.

This legislation is sponsored the San Diego Metropolitan Transit System. A SUPPORT position is consistent with OCTA's 2023-24 State Legislative Platform principles to "Seek additional funding for paratransit operations and transit accessibility capital improvements that support persons with disabilities and senior citizens." A copy of the text of this legislation is included as Attachment A.

AB 2259 (Boerner, D-Solana Beach): Transportation: Bicycle Safety Handbook

AB 2259 would require the California State Transportation Agency (CalSTA) to annually develop and distribute a handbook related to bicycle and electric bicycle (e-bike) safety on or before September 1, 2025.

Specifically, AB 2259 would require CalSTA to develop and distribute a bicycle safety handbook, incorporating evidence-based practices and trends related to bicycle and e-bike safety. The bicycle safety handbook will include information on a number of items related to bicycle safety, including existing laws regulating bicycles and e-bike, safety equipment requirements and recommendations, strategies for lawfully and safely bicycling in various situations, obeying traffic signs and signals, and recommendations for sharing roads and bikeways with motorists, pedestrians, and other bicyclists.

In developing the handbook, CalSTA will be required to collaborate with stakeholders from various groups including, but not limited to, the California Department of Motor Vehicles (DMV), the California Department of Transportation, representatives from various bicycling advocacy organizations, and other relevant stakeholders that CalSTA deems necessary. Once the development of the bicycle safety handbook is complete, CalSTA will be required to post a downloadable electronic version of the handbook on the DMV website and any other state department or agency that CalSTA deems appropriate. A printed version of the safety handbook will also be made available to the public at the DMV, the Department of California Highway Patrol, state libraries, and any other appropriate state offices.

AB 2259 provides an opportunity for increased safety in relation to the operation of bicycles and e-bike. As Orange County continues to grow as a hub for active transportation, it is important that the stakeholders and the public are, and remain, informed about the safe operation of bicycles and e-bike. Active transportation modes such as these offer many benefits such as reducing greenhouse gas emissions, vehicle miles traveled, and overall dependency on cars for travel. In addition, the current laws surrounding e-bike can also be confusing, specifically on where and when someone can safely operate e-bike. OCTA continues to be informed of the challenges that cities in Orange County are facing when it comes to e-bike. Multiple cities have recently instilled ordinances prohibiting the unsafe riding and operation of e-bike. AB 2259 will

allow OCTA to further inform stakeholders and the public of safety tips, rules of the road, and other relevant information pertaining to bicycle and e-bike safety.

A SUPPORT position is consistent with OCTA's 2023-24 State Legislative Platform principle to "support funding and programs or policies that encourage the safe operation of an integrated multimodal system, which includes the interaction between roadways, rail lines, bikeways, pedestrian ways, and the users of those facilities." A comprehensive analysis and copy of the text of this legislation are included as Attachment C.

SB 1011 (Jones, R-San Diego): Encampments: Penalties

SB 1011 would prohibit a person from occupying space on a street, sidewalk, or within a certain distance of specified public property, including at a major transit stop, if a homeless shelter is available. This legislation is coauthored by Senator Blakespear (D-Encinitas), Senator Nguyen (R-Huntington Beach), Senator Seyarto (R-Murrieta), Assembly Member Davies (R-Oceanside), and Assembly Member Sanchez (R-Murrieta).

This legislation would classify this violation as a public nuisance, which could result in a misdemeanor or an infraction. The responsibility to enforce would be placed on a county district attorney, county counsel, or city attorney. In order to enforce these provisions, several actions must be taken, including ensuring that the person found to be in violation of these provisions must have received verbal or written information regarding alternative locations to sleep, homeless and mental health services, or homeless shelters. A peace officer is also required to provide the person with a written notice that they cannot sit, lie, sleep, store, use, maintain, or place personal property on a street sidewalk, or other public property, such as a major transit stop, open space, or a school, at least 72 hours before commencing enforcement activities. The written notice must be provided in a language understood by the person receiving the notice.

SB 1011 provides an opportunity to offer critical services to those experiencing homelessness in public areas while also preserving safety in these public spaces. OCTA has approximately 100 transit stops and several open space preserves that would be affected by this legislation. OCTA strives to ensure that its facilities and services are safe. It is not uncommon for persons experiencing homelessness to use transit stations and centers as shelters. This can present challenges for passengers who may not feel safe waiting in these areas due to the presence of these individuals and deter riders from utilizing transit altogether.

SB 1011 provides law enforcement with tools to not only provide education to individuals experiencing homelessness on shelters and mental health services available to them, but also with the ability to remove the individuals from these public places so long as the proper notice is provided. Similarly, this would be applied to OCTA's protected preserves, including Eagle Ridge Preserve, Pacific Horizon Preserve, Silverado Chaparral Preserve, and more. These properties

are part of the Measure M2 Freeway Mitigation Program, which allocates funds to acquire land and fund habitat restoration projects in exchange for streamlined environmental approvals for Measure M2 freeway improvement projects.

A SUPPORT position is consistent with OCTA's 2023-24 State Legislative Platform principle to "Support policies that aim to enhance transit services and the overall safety and security of transit riders, public transit employees, and on-road vehicles while avoiding undue burden on transportation agencies to implement unfunded safety measures." A comprehensive analysis and copy of the text of this legislation are included as Attachment D.

SB 1098 (Blakespear, D-Encinitas): Passenger and Freight Rail: LOSSAN Rail Corridor

On February 13, 2024, Senator Blakespear (D-Encinitas) introduced SB 1098, known as the Southern California Rail Revitalization Act. A copy of the bill language is contained in Attachment E. While this legislation could present new opportunities for funding and improvements along the corridor, some of these new requirements would be a change from the intent underlying SB 1225 (Chapter 802, Statutes of 2012), which transferred many operational decisions to the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Agency to afford more local coordination in services.

Specifically, SB 1098 requires the CalSTA Secretary, in consultation with the California Department of Transportation (Caltrans) Director, to submit a report to the Legislature, prioritizing resiliency and capacity improvement projects. This report must be completed by January 1, 2026. Included in this report must also be a description of the administrative actions CalSTA has taken to improve the management of the corridor and recommendations made by Caltrans and the California Transportation Commission, in consultation with the Secretary of the California Environmental Protection Agency, for future improvements to planning, funding, and policy documents. Additionally, this report must include a review of how state rail planning documents are implemented, managed, and enforced, including the LOSSAN Rail Corridor Optimization Study. The CalSTA Secretary would be required to also submit a report to the Legislature beginning January 1, 2027, and then every two years thereafter, regarding the management of the LOSSAN Rail Corridor.

SB 1098 further stipulates that the CalSTA Secretary must provide strategic guidance, recommendations, and facilitate all necessary coordination, collaboration, and intervention when necessary, between stakeholders. This would include the oversight and development of plans pertaining to service frequencies, equipment and fleet management, infrastructure improvement and state-of-good-repair projects, and resiliency of the corridor.

The final component of SB 1098 pertains to the role of metropolitan planning organizations (MPO) in long-term planning. Specifically, this legislation requires

the Southern California Association of Governments, the San Diego Association of Governments, the Santa Barbara County Association of Governments, and the San Luis Obispo Council of Governments to jointly submit a report to the Legislature by January 1, 2026, after adoption by their respective governing boards, on recommendations to ensure the long-term viability of comprehensive and coordinated passenger and freight rail services in the LOSSAN Rail Corridor. The development of this report must include meaningful public engagement led by the MPOs and developed with the support of a steering committee. This steering committee must be composed of representatives of business, community, transportation, environmental, labor, and civic organizations.

The recommendations in the report would include items such as funding, strategies for service coordination, changes to regional governance and management structures, consolidation, and more. These new responsibilities for MPOs located within the corridor could be challenging to implement due to the varying nature of each MPO's functions and experience with the funding, planning, and implementation of capital improvements for rail service. In addition, because of the continued differences of right-of-way ownership along the corridor, it is unclear how any recommendations from the MPOs would intersect with these dynamics.

It should also be noted that SB 1098 is not limited to intercity rail. The MPO's report must include recommendations pertaining to regional rail, including funding, management structures, consolidation, and potential changes to their policies, which would include Metrolink. SB 1098 would also require the CalSTA Secretary, in their biennial reports, to detail the performance, ridership, usage and quality of regional rail. In both instances, this would only apply to regional rail services located within the LOSSAN Rail Corridor. SB 1098 also places similar requirements on freight operations, which offers its own complexities given how private railroad owners and operators interact with passenger and commuter service, and any associated federal statutory requirements or agreements in place. At the OCTA Board of Directors' direction, staff will work with LOSSAN agency partners, the author's office, and other related stakeholders to help inform the bill in order to ensure it aligns with existing responsibilities along the corridor.

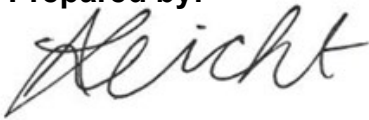
Summary

A support position is recommended on legislation related to reimbursement of non-emergency medical transportation costs, e-bike, and the creation of a new prohibition for a person to unlawfully occupy a public space. A summary is given, and direction is requested on legislation related to the Los Angeles – San Diego – San Luis Obispo Rail Corridor.

Attachments

- A. AB 2043 (Boerner, D-Solana Beach) Bill Analysis with Bill Language
- B. AB 2259 (Boerner, D-Solana Beach) Bill Analysis with Bill Language
- C. SB 1011 (Jones, R-San Diego) Bill Analysis with Bill Language
- D. SB 1098 (Blakespear, D-Encinitas) Bill Language
- E. Orange County Transportation Authority Legislative Matrix

Prepared by:



Alexis Leicht
Government Relations Representative,
Government Relations
(714) 560-5475

Approved by:



Lance M. Larson
Executive Director,
Government Relations
(714) 560-5908

BILL: AB 2043 (Boerner, D-Solana Beach)
Introduced February 1, 2024

SUBJECT: AB 2043 would require Medi-Cal Managed Care Plans to reimburse public transit operators for nonmedical transportation and nonemergency medical transportation services.

STATUS: Pending in the Assembly Health Committee

SUMMARY AS OF MARCH 6, 2024:

Historically, Medi-Cal could directly reimburse transportation providers, through an agreement, for nonmedical and nonemergency medical transportation for individuals that were covered by Medi-Cal so long as they were utilizing the transportation services to gain access to services that were also covered by Medi-Cal. However, following the enactment of AB 2394 (Chapter 615, Statutes of 2016), transportation reimbursement is now included in a customer's capitated health care coverage, and invoices for reimbursement are sent to the customer's Managed Care Plan (MCP) instead of transportation providers, including public transportation operators. The MCPs are then tasked with reimbursing the transportation providers if the Medi-Cal customer requests the transportation from their MCP in advance. If the customer does not notify their MCP and submits a request, then transportation providers are responsible for acquiring reimbursement from the MCP on their own. MCPs can receive both state and federal funds to offer Medi-Cal related transportation services, but they are not required to reimburse transportation providers. As a result, MCPs are placed under little to no pressure to partner with transportation providers.

AB 2043 (Boerner Horvath, D-Carlsbad) requires the California Department of Health Care Services (DHCS) to require MCPs to contract with public transit operators to establish reimbursement rates for nonmedical and nonemergency medical transportation trips. It further requires the reimbursement rates by the MCP to the public transit operator to be based on the fee-for-service rates determined by DHCS for nonmedical and nonemergency medical transportation service.

EFFECTS ON ORANGE COUNTY:

The Orange County Transportation Authority (OCTA) operates OC ACCESS, which is a shared-ride service that is available to qualified applicants whose physical or cognitive limitations prevent them from utilizing the regular OC Bus fixed-route service. Public transportation operators are federally mandated to provide transportation for medically necessary Medi-Cal related services, such as traveling to a doctor's appointment and picking up prescriptions or medical supplies. In these instances, public transportation is the only affordable option to access such care. AB 2043 would provide a more robust line of communication between the MCPs and public transportation operators, taking the onus off of the transportation provider to make reimbursement requests on their own. AB 2043 will create an opportunity for a more equitable reimbursement system to occur and ultimately, save the transit operators money. As public transit operators face long-term financial hurdles, it is important to ensure they are receiving this reimbursement to which they are entitled.

OCTA supported AB 719 (Boerner, D-Solana Beach) last year, which is identical to this legislation. AB 719 was vetoed because the Governor indicated in his veto message that DHCS was unable to perform the series of federal approvals to implement these provisions. Since that veto, there has been further guidance from the federal government stating that public paratransit agencies should not be unduly burdened by the cost of these services. Discussions are anticipated to commence with the DHCS to find a path forward this year as a result of this latest guidance.

This legislation is sponsored by the San Diego Metropolitan Transit System. A SUPPORT position is consistent with OCTA's 2023-24 State Legislative Platform principles to "Seek additional funding for paratransit operations and transit accessibility capital improvements that support persons with disabilities and senior citizens."

OCTA POSITION:

Staff recommends: SUPPORT

ASSEMBLY BILL

No. 2043

Introduced by Assembly Member Boerner

February 1, 2024

An act to add Section 14197.06 to the Welfare and Institutions Code, relating to Medi-Cal.

LEGISLATIVE COUNSEL'S DIGEST

AB 2043, as introduced, Boerner. Medi-Cal: nonmedical and nonemergency medical transportation.

Existing law establishes the Medi-Cal program, which is administered by the State Department of Health Care Services and under which qualified low-income individuals receive health care services, through managed care or fee-for-service delivery systems. The Medi-Cal program is, in part, governed and funded by federal Medicaid program provisions. Existing law covers emergency or nonemergency medical transportation, and nonmedical transportation, under the Medi-Cal program, as specified.

This bill would require the department to require Medi-Cal managed care plans that are contracted to provide nonemergency medical transportation or nonmedical transportation to contract with public paratransit service operators who are enrolled Medi-Cal providers, for the purpose of establishing reimbursement rates for those transportation trips provided by a public paratransit service operator. The bill would require that the rates be based on the department's fee-for-service rates for the transportation service, as specified.

The bill would condition implementation of these provisions on receipt of any necessary federal approvals and the availability of federal financial participation.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 14197.06 is added to the Welfare and
2 Institutions Code, to read:
3 14197.06. (a) The department shall require Medi-Cal managed
4 care plans that are contracted to provide nonemergency medical
5 transportation or nonmedical transportation pursuant to Section
6 14132 to contract with public paratransit service operators who
7 are enrolled Medi-Cal providers, for the purpose of establishing
8 reimbursement rates for nonemergency medical transportation and
9 nonmedical transportation trips provided by a public paratransit
10 service operator.
11 (b) Notwithstanding any other law, rates reimbursed by the
12 managed care plan to the public paratransit service operator shall
13 be based on the department's fee-for-service rates for
14 nonemergency medical transportation or nonmedical transportation
15 service that does not include fixed-route transportation service.
16 The Legislature finds and declares that the reimbursement of the
17 passenger's fare does not equal the fee-for-service rate.
18 (c) This section shall be implemented only to the extent that
19 any necessary federal approvals are obtained and federal financial
20 participation is available and not otherwise jeopardized.

BILL: AB 2259 (Boerner, D-Solana Beach)
Introduced February 8, 2024

SUBJECT: AB 2259 would require the California State Transportation Agency to annually develop and distribute a handbook related to bicycle and electric bicycle safety on or before September 1, 2025.

STATUS: Pending in the Assembly Transportation Committee

SUMMARY AS OF MARCH 6, 2024:

AB 2259 (Boerner, D-Solana Beach) seeks to increase the safe operation of bicycles and electric bicycles in California by creating a handbook that can be distributed to the public, with guidance on best practices, laws, and overall safety information for bicyclists and non-bicyclists alike.

AB 2259 would require the California State Transportation Agency (CalSTA) to develop and distribute a bicycle safety handbook on or before September 1, 2025. The bicycle safety handbook will include information on existing laws regulating bicycles and electric bicycles. The handbook will incorporate evidence-based practices and trends related to bicycle and electric bicycle safety. The safety handbook will include information on the following:

- Existing laws regulating bicycles and electric bicycles.
- Safety equipment requirements and recommendations.
- Ensuring a bicycle is in good condition before every ride.
- Strategies for lawfully and safely bicycling in various situations, including roads, bikeways, and trails.
- Bicycling after dark.
- Crash avoidance skills.
- Distracted and impaired riding.
- What to do when a bicycle crash occurs.
- Obeying traffic signs and signals.
- Reporting road concerns.
- How to teach children about bicycle safety.
- Electric bicycle types and handling characteristics.
- Recommendations for sharing roads and bikeways with motorists, pedestrians, and other bicyclists.

In addition to including information on a variety of bicycle and electric bicycle safety-related topics, CalSTA will collaborate with stakeholders from the following groups:

- The Department of Motor Vehicles.
- The Department of the California Highway Patrol.
- The California Office of Traffic Safety.
- The Department of Transportation.

- Representatives from various bicycling advocacy organizations.
- A representative from a statewide motorist service membership organization.
- Other relevant stakeholders that CalSTA deems necessary.

CalSTA will be required to post a downloadable electronic version of the bicycle safety handbook on the California Department of Motor Vehicles (DMV) website and any other state department or agency that CalSTA deems appropriate. This could include the California Department of Transportation, the Department of California Highway Patrol, and other related agencies. CalSTA will also be required to make a printed version of the safety handbook available to the public at the DMV, the Department of California Highway Patrol, state libraries, and any other state offices that CalSTA sees as appropriate.

EFFECTS ON ORANGE COUNTY:

The use of electric bicycles has grown steadily throughout Orange County in recent years. With Orange County growing as a hub for active transportation, there has also been an increase in reckless operation of electric bicycles. Although bicycles and electric bicycles offer benefits such as reducing greenhouse gas emissions, vehicle miles traveled, and overall dependency on cars for travel, there is confusion related to the current laws surrounding electric bicycle and bicycle use. The Orange County Transportation Authority (OCTA) has continued to work with cities in Orange County to help provide information to improve the safe operation of bicycles and electric bicycles, which has included attending community events, stakeholder discussions, and distribution of materials. AB 2259 will allow OCTA to further inform stakeholders and the public of safety tips, rules of the road, and other relevant information pertaining to bicycle and electric bicycle safety.

A SUPPORT position is consistent with OCTA's 2023-24 State Legislative Platform principle to "support funding and programs or policies that encourage the safe operation of an integrated multimodal system, which includes the interaction between roadways, rail lines, bikeways, and pedestrian ways, and the users of those facilities."

OCTA POSITION:

Staff recommends: SUPPORT

ASSEMBLY BILL

No. 2259

Introduced by Assembly Member Boerner

February 8, 2024

An act to add Section 13978.5 to the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2259, as introduced, Boerner. Transportation: bicycle safety handbook.

Existing law establishes within state government the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. The agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. Existing law imposes various duties on the secretary, including advising the Governor on, and assisting the Governor in establishing, major policy and program matters affecting each department, office, or other unit within the agency.

This bill would, upon appropriation by the Legislature, require the 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 the internet, as specified, and in print at specified state offices, including, among others, all Department

of Motor Vehicles offices. 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.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. The Legislature finds and declares all the
2 following:

3 (a) Bicyclists are entitled to the full use of the state's streets and
4 highways, unless otherwise prohibited, including safe use and
5 passage on the roadway.

6 (b) Bicycles are an integral part of the state's transportation
7 system. The League of American Bicyclists released its 2022
8 Bicycle Friendly States report, ranking all 50 states on both their
9 policies and practices to make bicycling safer and the outcomes
10 in safety and ridership as a result of those efforts. California took
11 4th place in this annual ranking.

12 (c) It is in the best interests of California to encourage bicycle
13 transportation because of the resulting reduction in traffic
14 congestion, carbon dioxide (CO2) emissions, and motor vehicle
15 noise and pollution. According to the internet website
16 www.CoolCalifornia.org, choosing to walk or bike, even for only
17 a few trips, can reduce the carbon footprint of an average household
18 by up to 1,000 pounds of CO2 emissions annually.

19 (d) Efforts to improve safety and convenience for bicyclists are
20 a proper use of transportation funds. In December 2022, the
21 California Transportation Commission (CTC) approved
22 \$1,000,000,000 in funding for 93 new walking and biking projects
23 in disadvantaged communities as part of the 2023 Active
24 Transportation Program. The CTC also allocated more than
25 \$878,000,000 for projects to repair and improve transportation
26 infrastructure throughout the state.

27 (e) Bicyclists have the same rights and responsibilities as
28 motorists and are subject to the same rules and regulations. Thus,
29 it is crucial that bicyclists pay attention to traffic signs and signals
30 and follow all rules to reduce the risk of collisions while on the
31 road.

(f) According to the California Department of Transportation's Toward an Active California State Bicycle and Pedestrian Plan, education for adult bicyclists and pedestrians is less widely available than for youth and most widely distributed materials emphasize bicycling with confidence in high-traffic situations.

SEC. 2. Section 13978.5 is added to the Government Code, to read:

13978.5. (a) Upon appropriation by the Legislature, the agency shall develop and distribute a state handbook on bicycling safety on or before September 1, 2025.

(b) The handbook shall incorporate evidence-based practices and emerging trends for bicycle and e-bike safety. The handbook shall contain, but not be limited to, information on all of the following topics:

- (1) Existing laws regulating bicycles and e-bikes.
- (2) Safety equipment requirements and recommendations.
- (3) Ensuring a bicycle is in good condition before every ride.
- (4) Strategies for lawfully and safely bicycling in various situations, including roads, bikeways, and trails.
- (5) Bicycling after dark.
- (6) Crash avoidance skills.
- (7) Distracted and impaired riding.
- (8) What to do when a bicycle crash occurs.
- (9) Obeying traffic signs and signals.
- (10) Reporting road concerns.
- (11) How to teach children about bicycle safety.
- (12) E-bike types and handling characteristics.
- (13) Recommendations for sharing roads and bikeways with motorists, pedestrians, and other bicyclists.

(c) In developing the handbook, the agency shall collaborate and consult with stakeholders from all of the following entities:

- (1) The Department of Motor Vehicles.
- (2) The Department of the California Highway Patrol.
- (3) The California Office of Traffic Safety.
- (4) The Department of Transportation.
- (5) Representatives from various bicycling advocacy organizations.
- (6) A representative from a statewide motorist service membership organization.
- (7) Other relevant stakeholders the department deems necessary.

- 1 (d) The agency shall post a downloadable electronic version of
2 the bicycle safety handbook on the internet website of the
3 Department of Motor Vehicles and any other state department or
4 agency that the agency deems appropriate. The agency shall also
5 make printed copies of the bicycle safety handbook available to
6 the public at the following locations:
- 7 (1) Department of Motor Vehicles offices.
 - 8 (2) The Department of the California Highway Patrol offices.
 - 9 (3) State libraries.
 - 10 (4) Any other state offices the agency deems appropriate.

BILL: SB 1011 (Jones, R-San Diego)
Introduced February 5, 2024

SUBJECT: SB 1011 would make a conditional prohibition for a person to unlawfully occupy a on a space street, sidewalk, or within a certain distance of specified public property, including public transit stops, open space, and schools.

STATUS: Pending in the Senate Public Safety Committee

SUMMARY AS OF MARCH 6, 2024:

SB 1011 (Jones, R-San Diego) would prohibit a person from unlawfully occupying space on a street, sidewalk, or within a public property, as specified. This legislation is coauthored by Senator Blakespear (D-Encinitas), Senator Nguyen (R-Huntington Beach), Senator Seyarto (R-Murrieta), Assembly Member Davies (R-Oceanside), and Assembly Member Sanchez (R-Murrieta).

Specifically, SB 1011 would prohibit a person from sitting, lying, sleeping, or storing, using, maintaining, or placing their personal property on a street or sidewalk if a homeless shelter is available. Additionally, SB 1011 makes those same prohibitions within 500 feet of a public or private school, within open spaces, and at major transit stops. For reference, a major transit stop is defined as containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or an intersection of two or more major bus routes with a service frequency of 15 minutes or less during peak commute periods. Open space is broadly defined, however, it does encapsulate outdoor recreation spaces including beaches, rivers and streams, and scenic highway corridors as well as land used for the preservation of natural resources.

This legislation would classify this violation as a public nuisance, which could result in a misdemeanor or an infraction. The responsibility to enforce would be placed on a district attorney, county counsel of the county, or the city attorney. In order to enforce these provisions several actions must be taken, including ensuring that the person found to be in violation of these provisions must have received verbal or written information regarding alternative locations to sleep, homeless and mental health services, or homeless shelters. A peace officer is also required to provide the person with a written notice that they cannot sit, lie, sleep, store, use, maintain, or place personal property on a street sidewalk, or other public property, such as a major transit stop, open space, or a school, at least 72 hours before commencing enforcement activities. The written notice must be provided in a language understood by the person receiving the notice.

EFFECTS ON ORANGE COUNTY:

SB 1011 provides an opportunity to offer critical services to those experiencing homelessness in public areas while also preserving safety in these public spaces by making it a violation to sit, lie, sleep, store, use, maintain, or place personal property on a street sidewalk, or other public property, such as a major transit stop, open space,

or a school. OCTA has approximately 100 transit stops that meet the definition outlined in the bill and several open space preserves that would be affected by this legislation. OCTA strives to ensure that its facilities and services are safe. It is not uncommon for persons experiencing homelessness to use transit stations as shelters. This can present challenges for passengers who may not feel safe waiting in these areas due to the presence of these individuals and can also deter riders from utilizing transit altogether. SB 1011 provides law enforcement with tools to not only provide resources to individuals experiencing homelessness on shelters and mental health services available to them, but also with the ability to compassionately remove the individuals from these public places so long as the proper notice is provided. Similarly, this would be applied to OCTA's protected preserves, including Eagle Ridge Preserve, Pacific Horizon Preserve, Silverado Chaparral Preserve, and more. These properties are part of the Measure M2 Freeway Mitigation Program, which allocates funds to acquire land and fund habitat restoration projects in exchange for streamlined environmental approvals for Measure M2 freeway improvement projects.

A SUPPORT position is consistent with OCTA's 2023-24 State Legislative Platform principle to "Support policies that aim to enhance transit services and the overall safety and security of transit riders, public transit employees, and on-road vehicles while avoiding undue burden on transportation agencies to implement unfunded safety measures."

OCTA POSITION:

Staff recommends: SUPPORT

Introduced by Senator Jones

(Principal coauthor: Senator Blakespear)

(Coauthors: Senators Alvarado-Gil, Dahle, Dodd, Grove, Nguyen, Niello, Ochoa Bogh, Seyarto, and Wilk)

(Coauthors: Assembly Members Alanis, Megan Dahle, Davies, Essayli, Flora, Gallagher, Joe Patterson, and Sanchez)

February 5, 2024

An act to add Section 647.10 to the Penal Code, relating to public safety.

LEGISLATIVE COUNSEL'S DIGEST

SB 1011, as introduced, Jones. Encampments: penalties.

Under existing law, a person who lodges in a public or private place without permission is guilty of disorderly conduct, a misdemeanor. Existing law also provides that a person who willfully and maliciously obstructs the free movement of any person on any street, sidewalk, or other public place is guilty of a misdemeanor.

Under existing law, a nuisance is anything that is injurious to health or indecent or offensive to the senses, or an obstruction to the free use of property, so as to interfere with the comfortable enjoyment of life or property. Existing law also provides that a nuisance is anything that obstructs the free passage or use of any public park, square, street, or highway, among other things. Under existing law, a public nuisance is a nuisance that affects the entire community, neighborhood, or a considerable number of persons. Existing law provides various remedies against a public nuisance, including abatement by any public body or officer authorized by law.

This bill would prohibit a person from sitting, lying, sleeping, or storing, using, maintaining, or placing personal property upon a street

or sidewalk if a homeless shelter, as defined, is available to the person. The bill would also prohibit sitting, lying, sleeping, or storing, using, maintaining, or placing personal property within 500 feet of a public or private school, open space, or major transit stop, as specified. The bill would specify that a violation of this prohibition is a public nuisance that can be abated and prevented, as specified. The bill would also provide that a violation of the prohibition may be charged as a misdemeanor or an infraction, at the discretion of the prosecutor. The bill would prohibit a person from being found in violation of the bill's provisions unless provided notice, at least 72 hours before commencement of any enforcement action, as specified. By imposing criminal penalties for a violation of these provisions, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 647.10 is added to the Penal Code, to
- 2 read:
- 3 647.10. (a) For the purposes of this section, the following
- 4 definitions apply:
- 5 (1) "Homeless shelter" means any of the following:
- 6 (A) An emergency shelter, as defined in Section 576.2 of Title
- 7 24 of the Code of Federal Regulations.
- 8 (B) An emergency shelter, as defined in subdivision (e) of
- 9 Section 50801 of the Health and Safety Code.
- 10 (C) A navigation center, as defined in Section 50216 of the
- 11 Health and Safety Code.
- 12 (2) "Major transit stop" has the same meaning as defined in
- 13 Section 21064.3 of the Public Resources Code.
- 14 (3) "Open space" means a parcel or area of land or water that
- 15 is substantially unimproved and devoted to an open-space use, as
- 16 defined in Section 65560 of the Government Code.
- 17 (4) "Peace officer" means a person described in Section 830.

1 (b) A person shall not sit, lie, sleep, or store, use, maintain, or
2 place personal property upon a street or sidewalk if a homeless
3 shelter is available to the person.

4 (c) A person shall not sit, lie, sleep, or store, use, maintain, or
5 place personal property upon a street, sidewalk, or other public
6 property within the following locations:

7 (1) Five hundred feet of a public or private school providing
8 instruction in kindergarten or grades 1 to 12, inclusive.

9 (2) An open space.

10 (3) A major transit stop.

11 (d) Subject to subdivision (e), this section may be enforced as
12 follows:

13 (1) A violation of this section is a public nuisance that may be
14 enjoined, abated, and prevented. The district attorney, county
15 counsel of the county, or the city attorney of any incorporated city
16 or of any city and county, in the name of the people, may maintain
17 an action to abate and prevent the nuisance. Before pursuing
18 abatement authorized by this paragraph, the district attorney, county
19 counsel, or city attorney, as applicable, shall ensure that the person
20 found to be in violation of this section has received verbal or
21 written information regarding alternative locations to sleep,
22 homeless and mental health services, or homeless shelters in the
23 area.

24 (2) A violation of this section may be charged as a misdemeanor
25 or an infraction, at the discretion of the prosecutor.

26 (e) A person shall not be found to be in violation of this section
27 unless a peace officer employed by the county or city, as applicable,
28 with jurisdiction over the location has provided that person written
29 notice, at least 72 hours before commencement of any enforcement
30 action described in subdivision (d), that the person is prohibited
31 from sitting, lying, sleeping, or storing, using, maintaining, or
32 placing personal property upon a street, sidewalk, or other public
33 property pursuant to this section. A written notice shall only be
34 deemed to have been provided for the purposes of this subdivision
35 if the notice is given in a language understood by the person
36 receiving the notice.

37 SEC. 2. No reimbursement is required by this act pursuant to
38 Section 6 of Article XIII B of the California Constitution because
39 the only costs that may be incurred by a local agency or school
40 district will be incurred because this act creates a new crime or

1 infraction, eliminates a crime or infraction, or changes the penalty
2 for a crime or infraction, within the meaning of Section 17556 of
3 the Government Code, or changes the definition of a crime within
4 the meaning of Section 6 of Article XIII B of the California
5 Constitution.

O

SENATE BILL**No. 1098**

Introduced by Senator Blakespear
(Coauthors: Senators Allen, Limón, Newman, and Umberg)
(Coauthors: Assembly Members Davies, Dixon, and Hart)

February 13, 2024

An act to add Sections 14072.8 and 14072.10 to, and to add and repeal Section 14072.6 of, the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1098, as introduced, Blakespear. Passenger and freight rail: LOSSAN Rail Corridor.

Existing law establishes the Department of Transportation in the Transportation Agency under the control of an executive officer known as the Director of Transportation. Existing law authorizes the Department of Transportation, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing 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 strategic guidance, recommendations, and facilitate all necessary coordination, collaboration, and intervention when necessary between stakeholders, to ensure the performance of the LOSSAN Rail Corridor, as specified.

This bill would also require the Secretary of Transportation, in consultation with the Director of Transportation, to submit a report to the Legislature on or before January 1, 2026, regarding the LOSSAN Rail Corridor that includes specified information, including certain recommendations made by the department and the California Transportation Commission, in consultation with the Secretary for Environmental Protection. The bill would also require the Secretary of Transportation to submit a report to the Legislature on or before January 1, 2027, and biennially thereafter, on the management of the LOSSAN Rail Corridor, as provided.

This bill would require the metropolitan planning organizations for the counties located within the LOSSAN Rail Corridor to jointly submit to the Legislature a report on or before January 1, 2026, that provides recommendations on various topics relating to rail service in the corridor. By adding to the duties of local agencies, the bill would impose a state-mandated local program.

This bill would make legislative findings and declarations as to the necessity of a special statute for the LOSSAN Rail Corridor.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 14072.6 is added to the Government
- 2 Code, to read:
- 3 14072.6. (a) (1) The secretary, in consultation with the
- 4 director, shall submit a report to the Legislature on or before
- 5 January 1, 2026, regarding the LOSSAN Rail Corridor that includes
- 6 all of the following information:
- 7 (A) Prioritized capacity improvement projects in the corridor
- 8 necessary to improve current services and accommodate future
- 9 passenger and freight service growth.

1 (B) Prioritized resiliency improvement projects in the corridor
2 necessary to ensure the safe and continued movement of trains.

3 (C) A description of administrative actions taken by the
4 Transportation Agency using authority in existence before January
5 1, 2025, to improve the management of the corridor.

6 (D) Recommendations received pursuant to paragraph (2).

7 (2) The department and commission, in consultation with the
8 Secretary for Environmental Protection, shall submit
9 recommendations to the secretary for inclusion in the report
10 required pursuant to this subdivision regarding updates or changes
11 to state agencies, policies, planning documents, programs,
12 including the state transportation improvement program and the
13 interregional transportation improvement program, and guidelines,
14 needed to support the LOSSAN Rail Corridor. These
15 recommendations shall include a review of how state rail planning
16 documents are implemented, managed, and enforced.

17 (3) In preparing the report pursuant to this subdivision, the
18 secretary and director shall consult existing plans and studies for
19 the LOSSAN Rail Corridor, including, but not limited to, the
20 LOSSAN Rail Corridor Optimization Study adopted by the
21 LOSSAN Rail Corridor Agency.

22 (b) (1) The metropolitan planning organizations for the Counties
23 of Los Angeles, Orange, San Diego, San Luis Obispo, and Santa
24 Barbara shall jointly submit a report to the Legislature on or before
25 January 1, 2026, that provides recommendations on all of the
26 following as necessary to ensure the long-term viability of
27 comprehensive and coordinated passenger and freight rail services
28 in the LOSSAN Rail Corridor:

29 (A) Dedicated and formula funding distributions for passenger
30 rail operations, including intercity and regional rail services along
31 the corridor.

32 (B) Strategies to increase rail service coordination and reduce
33 disruptions or delays, including, but not limited to, those caused
34 by climate resiliency, track closures, state of good repair,
35 equipment, and staffing.

36 (C) Changes to local or regional governance, management
37 structures, and consolidation for intercity and regional rail services.

38 (D) Changes to state statutes or policies relating to intercity and
39 regional rail services.

1 (E) Changes to enabling state legislation, policies, rules, or
2 funding.

3 (F) Opportunities for rail to accelerate and support equity, safety,
4 sustainability, zero-emissions, equipment, and economic
5 development goals.

6 (G) Opportunities for these metropolitan planning organizations
7 to analyze, describe, and report progress in operating, maintaining,
8 and improving the corridor consistent with state and local planning
9 documents in their sustainable communities strategies or, if
10 applicable, alternative planning strategies, adopted pursuant to
11 Section 65080.

12 (H) Opportunities for these metropolitan planning organizations
13 to adopt multiregional goals relating to passenger and freight rail
14 service, capital improvement projects related to those services,
15 and resiliency of those services along the corridor to include in
16 their respective sustainable communities strategies or, if applicable,
17 alternative planning strategies, adopted pursuant to Section 65080.

18 (2) The report required pursuant to this subdivision shall include
19 meaningful public engagement led by the metropolitan planning
20 organizations and be developed with the support of a steering
21 committee composed of representatives of business, community,
22 transportation, environmental, labor, and civic organizations. The
23 report shall be adopted by the governing boards of each
24 metropolitan planning organization before submission to the
25 Legislature.

26 (c) (1) The reports to be submitted pursuant to this section shall
27 be submitted in compliance with Section 9795.

28 (2) Pursuant to Section 10231.5, this section is repealed on
29 January 1, 2030.

30 SEC. 2. Section 14072.8 is added to the Government Code, to
31 read:

32 14072.8. (a) Notwithstanding Section 10231.5, the secretary
33 shall submit a report to the Legislature on or before January 1,
34 2027, and every two years thereafter, on the management of the
35 LOSSAN Rail Corridor that includes all of the following
36 information:

37 (1) Performance, ridership, usage, and quality of intercity,
38 regional rail, and freight services.

39 (2) Updates to capital improvement planning.

1 (3) Progress in delivering fleet and infrastructure improvement
2 projects.

3 (4) Improvements to service and fare coordination.

4 (5) Opportunities to increase the quality and frequency of
5 services.

6 (b) A report to be submitted pursuant to subdivision (a) shall
7 be submitted in compliance with Section 9795.

8 SEC. 3. Section 14072.10 is added to the Government Code,
9 to read:

10 14072.10. (a) The secretary shall provide strategic guidance,
11 recommendations, and facilitate all necessary coordination,
12 collaboration, and intervention when necessary between
13 stakeholders, to ensure the performance of the LOSSAN Rail
14 Corridor.

15 (b) The responsibilities set forth in subdivision (a) shall include
16 oversight and development of plans, as needed, for any of the
17 following:

18 (1) Service frequencies.

19 (2) Equipment and fleet management.

20 (3) Infrastructure improvement and state-of-good repair projects.

21 (4) Resiliency of the corridor.

22 SEC. 4. The Legislature finds and declares that a special statute
23 is necessary and that a general statute cannot be made applicable
24 within the meaning of Section 16 of Article IV of the California
25 Constitution because of the unique need to address the resiliency
26 and performance of the LOSSAN Rail Corridor.

27 SEC. 5. If the Commission on State Mandates determines that
28 this act contains costs mandated by the state, reimbursement to
29 local agencies and school districts for those costs shall be made
30 pursuant to Part 7 (commencing with Section 17500) of Division
31 4 of Title 2 of the Government Code.

**Orange County Transportation Authority Legislative Matrix**

**2024 State Legislation Session
March 21, 2024**

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
BILLS WITH POSITIONS			
AB 6 (Friedman – D) Transportation Planning: Regional Transportation Plans	Requires a metropolitan planning organization to submit an adopted sustainable communities strategy or an alternative planning strategy, if applicable, to the State Air Resources Board for review.	INTRODUCED: 12/05/2022 LOCATION: Senate Transportation Committee LAST AMEND: 03/16/2023 STATUS: 07/14/2023 In SENATE. Failed Deadline pursuant to Rule 61(a)(10).	Oppose (partial list) Support: 350 Bay Area Action, Streets For All, California Environmental Voters Oppose: Mobility 21, Orange County Business Council, Rebuild SoCal Partnership, Transportation California, San Bernardino County Transportation Authority (SBCTA), Riverside County Transportation Commission (RCTC)

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
AB 7 (Friedman – D) Transportation: Planning: Project Selection Processes	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.	INTRODUCED: 12/05/2022 LOCATION: Senate Appropriations Committee LAST AMEND: 09/01/2023 STATUS: 09/14/2023 In SENATE. Failed Deadline pursuant to Rule 61(a)(14).	Oppose (partial list) Support: Coalition for Clean Air, Streets For All, California Environmental Voters Oppose: Mobility 21, Orange County Business Council, Rebuild SoCal Partnership, Transportation California, RCTC, SBCTA

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
AB 817 (Pacheco – D) Open Meetings: Teleconferencing: Subsidiary Body	Relates to the Ralph Brown Act. Authorizes a subsidiary body to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency.	INTRODUCED: 02/13/2023 LOCATION: Senate Rules Committee LAST AMEND: 01/10/2024 STATUS: 01/25/2024 In SENATE. Read first time. To Committee on RULES for assignment.	Support 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)
► AB 2043 (Boerner – D) Medi-Cal: Nonmedical and Nonemergency Medical Transportation	<i>Requires the State Department of Health Care Services to require Medi-Cal managed care plans that are contracted to provide nonmedical transportation or nonemergency medical transportation to contract with public paratransit service operators who are enrolled Medi-Cal providers for the purpose of establishing reimbursement rates for nonmedical and nonemergency medical transportation trips provided by a public paratransit service operator. Conditions implementation on receipt of necessary federal approvals.</i>	INTRODUCED: 02/01/2024 LOCATION: Assembly Health Committee STATUS: 02/12/2024 In ASSEMBLY. Read first time. Referred to Committee on HEALTH.	Support Support: San Diego Metropolitan Transit System (sponsor)

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 2259 (Boerner – D)</p> <p><i>Transportation: Bicycle Safety Handbook</i></p>	<p><i>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 and in print at certain state offices. CalSTA will also be required to collaborate with other state agencies to develop the handbook.</i></p>	<p>INTRODUCED: 02/08/2024 LOCATION: Assembly Transportation Committee</p> <p>STATUS: 02/26/2024 In ASSEMBLY. Referred to Committee on TRANSPORTATION.</p>	<p>STAFF RECOMMENDS SUPPORT</p>
<p>► SB 1011 (Jones – R)</p> <p><i>Encampments: Penalties</i></p>	<p><i>Would make a conditional prohibition for a person to unlawfully occupy a on a space street, sidewalk, or within a certain distance of specified public property, including public transit stops, open space, and schools. Specifically, it would prohibit a person from sitting, lying, sleeping, storing, using, maintaining, or placing their personal property on a street or sidewalk if a homeless shelter is available. Additionally, it makes those same prohibitions within 500 feet of a public or private school, within open spaces, and at major transit stops.</i></p>	<p>INTRODUCED: 02/05/2024 LOCATION: Senate Public Safety Committee HEARING: 04/16/2024</p> <p>STATUS: 02/23/2024 In SENATE. Referred to Committee on PUBLIC SAFETY.</p>	<p>STAFF RECOMMENDS SUPPORT</p>

BILLS BEING MONITORED

AB 627 (Jackson, D) Drayage trucks: voucher incentive project.

Introduced: 02/09/2023

Last Amended: 01/22/2024

Status: 01/29/2024 - Read third time. Passed. Ordered to the Senate. (Ayes 67. Noes 1.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 01/29/2024 - Senate Rules

Summary: Current law establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The state board, in this capacity, administers the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project under which the agency issues a limited number of vouchers to incentivize the purchase and use of zero-emission commercial vehicles. The Budget Act of 2023 appropriated funds from the Greenhouse Gas Reduction Fund to the state board for zero-emission drayage trucks to be administered through the project and, in expending those funds, requires the state board, before January 1, 2025, to limit the number and award amount levels under the project based on fleet size. This bill would require the state board to ensure that a voucher provided under the project for the purchase of a new, or the retrofit of a used, drayage truck is provided to an operator in an amount determined pursuant to a sliding scale established by the state board, based on the number of drayage trucks the operator owns. In administering the project, the bill would require the state board to prioritize the award of those vouchers to operators meeting certain criteria.

Subject: Funding

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

Introduced: 02/09/2023

Last Amended: 09/06/2023

Status: 01/25/2024 - Read third time. Passed. Ordered to the Senate. (Ayes 70. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 01/25/2024 - Senate Rules

Summary: Current law requires the State Air Resources 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: 09/13/2023

Status: 09/14/2023 - Withdrawn from committee. Re-referred to Com. on RLS.

Location: 09/14/2023 - Senate Rules

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. This bill, for plans proposed on or after January 1, 2024, would specify that for the purpose of development and construction of passenger rail projects in the County of Los Angeles where at least 75% of the revenue from the district is used for debt service on a federal Transportation Infrastructure Finance and Innovation Act loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the issuance of bonds or approval of a loan, as specified. This bill would make legislative findings and declarations as to the necessity of a special statute for specified districts enacted primarily for the purpose of development and construction of zero-emission mass transit projects.

Subject: Transit

AB 930 **(Friedman, D) Local government: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts.**

Introduced: 02/14/2023

Last Amended: 01/22/2024

Status: 01/29/2024 - Read third time. Passed. Ordered to the Senate. (Ayes 52. Noes 16.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 01/29/2024 - Senate Rules

Summary: Would authorize the legislative bodies of 2 or more cities or counties to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California district (RISE district) in accordance with specified procedures. The bill would authorize a special district to join a RISE district, by resolution, as specified. The bill would require the Office of Planning and Research (OPR) to develop guidelines for the formation of RISE districts no later than November 30, 2026. The bill would provide for the establishment of a governing board of a RISE district with representatives of each 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 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 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 1567 (Garcia, D) Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce Development Bond Act of 2024.

Introduced: 02/17/2023

Last Amended: 05/26/2023

Status: 06/14/2023 - Referred to Coms. on N.R. & W. and GOV. & F.

Location: 06/14/2023 - Senate Natural Resources and Water

Summary: Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce Development Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$15,995,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, clean energy, and workforce development programs.

Subject: Funding

AB 1773 (Dixon, R) Vehicles: electric bicycles.

Introduced: 01/03/2024

Last Amended: 02/22/2024

Status: 02/26/2024 - Re-referred to Com. on TRANS.

Location: 01/16/2024 - Assembly Transportation

Summary: Current law prohibits the use of a motorized bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail, as specified, unless the governing body of a local public agency, which has jurisdiction over the path or trail, permits the operation. Current law authorizes a governing body of a local public agency, which has jurisdiction over the path or trail, to prohibit the use of an electric bicycle on an equestrian trail, or hiking or recreational trail. This bill would clarify that a recreational trail for these purposes includes a boardwalk, regardless of whether the facility also provides bicycle access. Notwithstanding specified law, the bill would impose a fine, not to exceed \$35, against a person convicted of an infraction for a violation of an ordinance prohibiting or regulating electric bicycles on recreational trails.

Subject: Active Transportation

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

Introduced: 01/03/2024

Status: 01/16/2024 - Referred to Com. on TRANS.

Location: 01/16/2024 - Assembly Transportation

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 1778 (Connolly, D) Vehicles: electric bicycles.

Introduced: 01/03/2024

Status: 01/16/2024 - Referred to Com. on TRANS.

Location: 01/16/2024 - Assembly Transportation

Summary: Under current law, a "class 2 electric bicycle" is a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person under 16 years of age from operating a class 3 electric bicycle. Existing law requires a person operating, or riding upon, a class 3 electric bicycle to wear a helmet, as specified. This bill would additionally prohibit a person under 16 years of age from operating a class 2 electric bicycle. The bill would require a person operating, or riding upon, a class 2 electric bicycle to wear a helmet, as specified. The bill would clarify that an electric bicycle can only be placed in a certain class if it ceases to provide assistance when the bicycle reaches a max speed regardless of the mode.

Subject: Active Transportation

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

Introduced: 01/03/2024

Status: 01/16/2024 - Referred to Com. on JUD.

Hearing: 03/12/2024

Location: 01/16/2024 - Assembly Judiciary

Summary: The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. The 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 define "home address," for purposes of the above provision, to include an assessor's parcel number, which may be converted to a physical address through reference to other information made available online by the state or local agency.

Subject: Records

AB 1837 **(Papan, D) San Francisco Bay area: public transportation.**

Introduced: 01/16/2024

Status: 01/17/2024 - From printer. May be heard in committee February 16.

Location: 01/16/2024 - Assembly PRINT

Summary: Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would state the intent of the Legislature to enact subsequent legislation to encourage coordination and collaboration among transit agencies in the San Francisco Bay area.

Subject: Miscellaneous

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

Introduced: 01/17/2024

Status: 01/29/2024 - Referred to Com. on L. GOV.

Location: 01/29/2024 - Assembly Local Government

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

Status: 02/05/2024 - Referred to Com. on INS.

Location: 02/05/2024 - Assembly Insurance

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 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 ability to consult 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 1879 **(Gipson, D) Electronic signatures.**

Introduced: 01/22/2024

Last Amended: 03/04/2024

Status: 03/04/2024 - From committee chair, with author's amendments: Amend, and re-refer to Com. on JUD. Read second time and amended.

Hearing: 03/12/2024

Location: 02/12/2024 - Assembly Judiciary

Summary: Current law authorizes, in any written communication with a public entity, the use of a digital signature, which is defined, in part, as a type of electronic signature. Under existing law, a digital signature has the same force and effect as the use of a manual signature if it complies with specified requirements and the public entity elects to use a digital signature. Current law requires, at the option of the parties, the use or acceptance of a digital signature. This bill would require, at the option of the parties, the use or acceptance of an electronic signature, including a digital signature, unless otherwise provided. Under the bill, a digital signature would also have the same force and effect as the use of a manual signature if it complies with the above-referenced requirements and the public entity's use of a digital signature is mandated.

Subject: Records

AB 1889 **(Friedman, D) General plan: wildlife connectivity element.**

Introduced: 01/22/2024

Status: 02/05/2024 - Referred to Coms. on L. GOV. and W., P., & W.

Location: 02/05/2024 - Assembly Local Government

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 and housing elements, as specified. This bill would require a general plan to include a wildlife connectivity element, or related goals, policies, and objectives integrated in other elements, that considers the effect of development within the jurisdiction on fish, wildlife, and habitat connectivity, as specified. The bill would require the wildlife connectivity element to, among other things, identify and analyze connectivity areas, permeability, and natural landscape areas within the jurisdiction, incorporate and analyze specified guidelines and standards, incorporate and analyze relevant information from specified sources, and incorporate and analyze relevant best available science. The bill would require a city or county subject to these provisions to adopt or review the wildlife connectivity element, or related goals, policies, and objectives integrated in other elements, upon the adoption or next revision of one or more elements on or after January 1, 2025.

Subject: Planning

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

Introduced: 01/22/2024

Status: 02/05/2024 - Referred to Com. on L. & E.

Hearing: 03/13/2024

Location: 02/05/2024 - Assembly Labor and Employment

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: 02/05/2024 - Referred to Com. on TRANS.

Hearing: 03/19/2024

Location: 02/05/2024 - Assembly Transportation

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

Status: 02/05/2024 - Referred to Com. on L. GOV.

Location: 02/05/2024 - Assembly Local Government

Summary: Current law authorizes the Sacramento Regional Transit 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 1928 **(Sanchez, R)** Worker classification: employees and independent contractors.

Introduced: 01/25/2024

Last Amended: 03/04/2024

Status: 03/04/2024 - From committee chair, with author's amendments: Amend, and re-refer to Com. on L. & E. Read second time and amended.

Location: 02/12/2024 - Assembly Labor and Employment

Summary: Current law, as established in the case of *Dynamex Operations W. v. Superior Court* (2018) 4 Cal.5th 903 (*Dynamex*), creates a presumption that a worker who performs services for a hirer is an employee for purposes of claims for wages and benefits arising under wage orders issued by the Industrial Welfare Commission. Current law requires a 3-part test, commonly known as the "ABC" test, to determine if workers are employees or independent contractors for those purposes. Current law establishes that, for purposes of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission, a person providing labor or services for remuneration is considered an employee rather than an independent contractor unless the hiring entity demonstrates that the person is free from the control and direction of the hiring entity in connection with the performance of the work, the person performs work that is outside the usual course of the hiring entity's business, and the person is customarily engaged in an independently established trade, occupation, or business. This test is known as the "ABC" test, as described above. This bill would repeal the above-described provisions that codify the ABC test. The bill would declare that its purpose is to suspend and nullify the California Supreme Court's decision in *Dynamex* and provide that this decision does not apply for purposes of California law.

Subject: Employment

AB 1951 (Fong, Vince, R) California Environmental Quality Act: exemption: roadside wildfire prevention projects.

Introduced: 01/29/2024

Status: 02/12/2024 - Referred to Com. on NAT. RES.

Hearing: 03/19/2024

Location: 02/12/2024 - Assembly Natural Resources

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. This bill would exempt from CEQA a project for wildfire prevention within 50 feet of either side of a roadway. Because a lead agency would be required to determine whether a project qualifies for this exemption, the bill would impose a state-mandated local program.

Subject: Public Works

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

Introduced: 01/29/2024

Status: 02/12/2024 - Referred to Com. on L. GOV.

Location: 02/12/2024 - Assembly Local Government

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 for construction projects in excess of \$1,000,000. Current law also authorizes these counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Current law establishes procedures and criteria for the selection of a best value 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 remove the January 1, 2025, sunset date, thereby extending the operation of those provisions indefinitely.

Subject: Public Works

AB 1958 (Berman, D) Santa Clara Valley Transportation Authority: board of directors.

Introduced: 01/29/2024

Status: 02/12/2024 - Referred to Com. on L. GOV.

Location: 02/12/2024 - Assembly Local Government

Summary: Current law vests the government of the Santa Clara Valley Transportation Authority (VTA) in a 12-member board of directors, appointed by the County of Santa Clara and the cities within the county, as specified. Current law requires, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation issues. This bill would require, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation or project management issues.

Subject: Public Works

AB 1964 (Fong, Vince, R) State agencies: budgeting.

Introduced: 01/29/2024

Status: 02/12/2024 - Referred to Com. on BUDGET.

Location: 02/12/2024 - Assembly Budget

Summary: Would require the Department of Finance, on or before January 1, 2026, to compile a list of all state agencies and to split the list into 1/5 sections with each section equally distributing state agencies across the legislative budget subcommittees, as specified. The bill would require the department, on January 1, 2027, to publish on its internet website the full list of state agencies, as described above. The bill would require the department, on January 1, 2027, and annually thereafter, to publish a list of which section of state agencies is required to develop its budget using a zero-based budgeting method. The bill, commencing January 1, 2027, would require each state agency, as specified, to develop its budget based on a zero-based budgeting method for review during the budget process, as prescribed. In developing its budget based on a zero-based budgeting method, the bill would require, among other things, representatives from each state agency to work with the department to submit a report, as specified, to the Senate Committee on Budget and Fiscal Review, the Assembly Committee on Budget, and the Joint Legislative Budget Committee.

Subject: Funding

AB 1976 **(Haney, D) Occupational safety and health standards: first aid kits: naloxone hydrochloride.**

Introduced: 01/30/2024

Status: 02/12/2024 - Referred to Com. on L. & E.

Location: 02/12/2024 - Assembly Labor and Employment

Summary: 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 of Occupational Safety and Health, before December 1, 2025, to submit to the Occupational Safety and Health 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 all first aid kits in a workplace to include nasal spray naloxone hydrochloride. The bill would require the standards board to adopt revised standards for the standards described above on or before December 31, 2026.

Subject: Safety and Security

AB 2029 **(Jackson, D) Electric vehicle charging stations: public access.**

Introduced: 02/01/2024

Status: 02/12/2024 - Referred to Coms. on TRANS. and U. & E.

Hearing: 03/19/2024

Location: 02/12/2024 - Assembly Transportation

Summary: Would require the Department of Transportation to conduct a study on public access to electric vehicle charging stations, as provided. The bill would require the department to submit a report based on the study to the Legislature on or before January 1, 2025.

Subject: Environment

AB 2030 **(Davies, R) Public contracts: small business participation.**

Introduced: 02/01/2024

Status: 02/12/2024 - Referred to Com. on J., E.D., & E.

Location: 02/12/2024 - Assembly Jobs, Economic Development, and the Economy

Summary: The Small Business Procurement and Contract Act authorizes a state agency to award a contract for goods, services, or information technology with an estimated value of greater than \$5,000 but less than \$250,000 to a certified small business, including a microbusiness and a disabled veteran business enterprise, without complying with certain competitive bidding requirements, if the agency obtains price quotations from 2 or more of those businesses, as specified. Current law requires a state agency to consider a responsive offer timely received from a responsible certified small business, including a microbusiness, or from a disabled veteran business enterprise. This bill would expand the above-described authorization to permit a state agency to award a contract for goods, services, or information technology with an estimated value of greater than \$5,000 but less than \$250,000 to an LGBT business enterprise, a minority business enterprise, or a women business enterprise.

Subject: Public Works

AB 2037 **(Papan, D) Weights and measures: electric vehicle chargers.**

Introduced: 02/01/2024

Status: 02/12/2024 - Referred to Com. on P. & C.P.

Hearing: 03/12/2024

Location: 02/12/2024 - Assembly Privacy and Consumer Protection

Summary: Would authorize a county sealer to test and certify the accuracy of any electric vehicle charger located in the county in which the sealer has jurisdiction, including, but not limited to, an electric vehicle charger owned or operated by a city, county, or a city and county, except as specified. The bill would authorize a county sealer to close an inaccurate vehicle charger, as specified.

Subject: Public Works

AB 2043 **(Boerner, D) Medi-Cal: nonmedical and nonemergency medical transportation.**

Introduced: 02/01/2024

Status: 02/12/2024 - Referred to Com. on HEALTH.

Location: 02/12/2024 - Assembly Health

Summary: Would require the State Department of Health Care Services to require Medi-Cal managed care plans that are contracted to provide nonemergency medical transportation or nonmedical transportation to contract with public paratransit service operators who are enrolled Medi-Cal providers, for the purpose of establishing reimbursement rates for those transportation trips provided by a public paratransit service operator. The bill would require that the rates be based on the department's fee-for-service rates for the transportation service, as specified.

Subject: Funding

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

Introduced: 02/01/2024

Status: 02/12/2024 - Referred to Com. on REV. & TAX.

Hearing: 03/11/2024

Location: 02/12/2024 - Assembly Revenue and Taxation

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 sold to a public agency.

Subject: Funding

AB 2064 **(Jones-Sawyer, D) Racial equity: violence prevention.**

Introduced: 02/01/2024

Status: 02/02/2024 - From printer. May be heard in committee March 3.

Location: 02/01/2024 - Assembly PRINT

Summary: Current law establishes, until January 1, 2030, the Racial Equity Commission within the Office of Planning and Research and requires the commission to develop resources, best practices, and tools for advancing racial equity by, among other things, developing a statewide Racial Equity Framework that includes methodologies and tools that can be employed to advance racial equity and address structural racism in California. This bill would make related findings and declarations. The bill would declare the intent of the Legislature to subsequently amend this bill to include provisions that would establish and fund a grant program to support community-driven solutions to decrease community violence at the family, school, and neighborhood levels in African American communities.

Subject: Miscellaneous

AB 2086 **(Schiavo, D) Department of Transportation funding: report and public dashboard.**

Introduced: 02/05/2024

Status: 02/20/2024 - Referred to Com. on TRANS.

Location: 02/20/2024 - Assembly Transportation

Summary: Would require the California Transportation Commission, on or before January 1, 2026, to adopt guidelines for the Department of Transportation to use to determine whether the use of the funding made available to the department is advancing the Core Four priorities of safety, equity, climate action, and economic prosperity established by the Transportation Agency. In developing the guidelines, the bill would require the commission to conduct a public engagement process, hold a public comment period, and allow the interagency equity advisory committee established by these 3 agencies an opportunity to review, provide recommendations on, and evaluate potential changes to, the proposed guidelines.

Subject: Planning

AB 2087 **(Alanis, R) California Environmental Quality Act: disclosure: identity and interests.**

Introduced: 02/05/2024

Status: 02/26/2024 - Referred to Coms. on JUD. and NAT. RES.

Location: 02/26/2024 - Assembly Judiciary

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 courts to give an action or proceeding alleging noncompliance with CEQA preference over all other civil actions. CEQA requires superior courts in counties with a population of more than 200,000 people to designate one or more judges to develop expertise in CEQA and certain related laws so that those judges will be available to hear and quickly resolve actions or proceedings alleging noncompliance with CEQA. This bill would require, in all actions or proceedings brought pursuant to the provisions of CEQA, that a filing party include with the filing a disclosure of the identity and interests of the party, as provided. The bill would authorize a court to request more information as needed, including, but not limited to, financial statements and testimony, in the event a filing party that has previously brought an action or proceeding concerning a project makes a subsequent filing in an action or proceeding concerning the same project. Because the bill would impose additional duties on a lead agency that is a filing party to an action or proceeding, the bill would impose a state-mandated local program.

Subject: Environment

AB 2116 **(Grayson, D) Road Maintenance and Rehabilitation Account: University of California: California State University: reports.**

Introduced: 02/05/2024

Status: 02/20/2024 - Referred to Com. on TRANS.

Location: 02/20/2024 - Assembly Transportation

Summary: Current law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Current law provides for the deposit of various moneys, including revenues from certain fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. Current law, after deducting certain appropriations and allocations, authorizes annual appropriations of \$5,000,000 of the moneys available for the program to the University of California to conduct transportation research and of \$2,000,000 of the available moneys to the California State University to conduct transportation research and transportation-related workforce education, training, and development, as specified. This bill would require the University of California and the California State University, on or before January 1 of each year, to each submit a report to the Transportation Agency and specified legislative committees detailing its expenditures of those moneys for the previous fiscal year, including, but not limited to, research activities and administration.

Subject: Reports

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

Introduced: 02/06/2024

Status: 02/20/2024 - Referred to Com. on INS.

Location: 02/20/2024 - Assembly Insurance

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. 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

Status: 02/20/2024 - Referred to Com. on L. & E.

Hearing: 03/13/2024

Location: 02/20/2024 - Assembly Labor and Employment

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 for good cause, including ongoing investigation and assessment by the Labor Commissioner or their designee.

Subject: Public Works

AB 2147 **(Mathis, R) Clean Transportation Program: hydrogen-fueling stations: report: job creation and workforce development.**

Introduced: 02/06/2024

Status: 02/26/2024 - Referred to Com. on TRANS.

Location: 02/26/2024 - Assembly Transportation

Summary: Current law requires the State Energy Resources Conservation and Development Commission and the State Air Resources Board to annually jointly review and report on progress toward establishing a hydrogen-fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation in the state. Current law requires the commission and the state board to consider several things, including, but not limited to, the available plans of automobile manufacturers to deploy hydrogen-fueled vehicles in California and their progress toward achieving those plans in their report. This bill would require the commission and state board's joint review and report to also include progress made on job creation and workforce development in support of hydrogen fueling.

Subject: Funding

AB 2153 **(Lowenthal, D) California Public Records Act: public agency employees: notice requirements: personnel and medical information.**

Introduced: 02/06/2024

Status: 02/20/2024 - Referred to Com. on JUD.

Hearing: 03/19/2024

Location: 02/20/2024 - Assembly Judiciary

Summary: The California Public Records Act requires public records to be open to inspection at all times during the office hours of the state or local agency that retains those records, and provides that every person has a right to inspect any public record, except as provided. Current law requires each agency, upon a request for records, to determine within 10 days whether that request, in whole or in part, seeks copies of disclosable public records in the agency's possession and to promptly notify the person making the request of its determination and reasons for that determination. Under current law, the act generally does not require disclosure of personnel, medical, or similar files, the disclosure of which would constitute an unwarranted invasion of personal privacy. Current law requires an agency, if it determines a request seeks disclosable public records, to state the estimated date and time when the records will be made available. Current law permits the prescribed time limits of the act to be extended in unusual circumstances. In this connection, "unusual circumstances" include, among other reasons, the need to search for and collect the requested records from field facilities or other establishments separate from the office processing the request. This bill would require each agency, upon receipt of a request for a copy of, or the inspection of, any personnel, medical, or similar records of a public agency employee or any record that would disclose a public agency employee's personal identity in connection with the performance of that employee's work duties, to promptly and prior to the release of the records, provide written notice of the request to that public agency employee.

Subject: Records

AB 2190 **(Mathis, R) California Environmental Quality Act: expedited judicial review: infrastructure projects: hydrogen.**

Introduced: 02/07/2024

Status: 02/26/2024 - Referred to Coms. on NAT. RES. and JUD.

Hearing: 03/19/2024

Location: 02/26/2024 - Assembly Natural Resources

Summary: Current law authorizes the Governor to certify certain projects, including energy infrastructure projects that meet specified requirements, for streamlining benefits related to the California Environmental Quality Act (CEQA), such as the requirement that judicial actions, including any potential appeals, challenging the certification of an EIR or the granting of approval by a lead agency for certified projects be resolved, to the extent feasible, within 270 days after the filing of the certified record of proceedings with the court. Current law excludes from the definition of "energy infrastructure project" for these purposes any project using hydrogen as a fuel. This bill would delete that exclusion, thereby authorizing the Governor to certify energy infrastructure projects that use hydrogen as a fuel for streamlining benefits related to CEQA, as described above. Because the bill would impose additional duties on lead agencies in conducting the environmental review of energy infrastructure projects using hydrogen as a fuel that are certified by the Governor, including the concurrent preparation of the record of proceedings, this bill would impose a state-mandated local program.

Subject: Environment

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

Introduced: 02/08/2024

Status: 02/26/2024 - Referred to Com. on TRANS.

Location: 02/26/2024 - Assembly Transportation

Summary: Current law requires the Department of the California Highway Patrol to develop, on or before September 1, 2023, statewide safety and training programs based on evidence-based practices for users of electric bicycles, including, but not limited to, general electric bicycle riding safety, emergency maneuver skills, rules of the road, and laws pertaining to electric bicycles. Current law requires the safety and training programs to be developed in collaboration with relevant stakeholders and to be posted on the department's internet website. This bill would require the department, on or before June 30, 2025, to issue a skills waiver containing specific information, in an electronic format, to each person who completes the electric bicycle safety and training programs described above.

Subject: Active Transportation

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

Introduced: 02/08/2024

Status: 02/26/2024 - Referred to Com. on TRANS.

Hearing: 03/19/2024

Location: 02/26/2024 - Assembly Transportation

Summary: Current law establishes within state government the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. The agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. Current law imposes various duties on the secretary, including advising the Governor on, and assisting the Governor in establishing, major policy and program matters affecting each department, office, or other unit within the agency. This bill would, upon appropriation by the Legislature, require the 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.

Subject: Active Transportation

AB 2266 **(Petrie-Norris, D) California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: vehicle eligibility.**

Introduced: 02/08/2024

Status: 02/26/2024 - Referred to Coms. on TRANS. and NAT. RES.

Location: 02/26/2024 - Assembly Transportation

Summary: The State Air Resources Board administers the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project under which the agency issues a limited number of vouchers to incentivize the purchase and use of zero-emission commercial vehicles. This bill would require the state board to authorize a voucher issued under the program to be used for the acquisition of any zero-emission vehicle that meets specified requirements.

Subject: Funding

AB 2274 **(Dixon, R) Taxation: sales and use taxes: exemption: tax holiday.**

Introduced: 02/08/2024

Last Amended: 03/04/2024

Status: 03/04/2024 - From committee chair, with author's amendments: Amend, and re-refer to Com. on REV. & TAX. Read second time and amended.

Hearing: 03/11/2024

Location: 02/26/2024 - Assembly Revenue and Taxation

Summary: Sales and use tax laws impose taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, and provides various exemptions from the taxes imposed by those laws. This bill, on and after January 1, 2025, would exempt from those taxes the gross receipts from the sale of, and the storage, use, or other consumption of, any tangible personal property purchased during the first weekend in August, beginning at 12:01 a.m. on Saturday and ending at 11:59 p.m. on Sunday.

Subject: Funding

AB 2283 **(Pacheco, D) Public Records: employee personnel records: notice.**

Introduced: 02/08/2024

Status: 02/26/2024 - Referred to Com. on JUD.

Location: 02/26/2024 - Assembly Judiciary

Summary: Would require a public agency that receives a request for the personnel records of one of the public agency's employees to provide written notice, as prescribed, to the employee within 48 hours of receipt of the request if specified conditions are met. By imposing new duties on local agencies, this bill would impose a state-mandated local program.

Subject: Records

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

Introduced: 02/08/2024

Status: 02/26/2024 - Referred to Com. on P.E. & R.

Location: 02/26/2024 - Assembly Public Employment and Retirement

Summary: 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 grouping.

Subject: Employment

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

Introduced: 02/08/2024

Status: 02/09/2024 - From printer. May be heard in committee March 10.

Location: 02/08/2024 - Assembly PRINT

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 permit that resulted in damage of property, bodily injury, or death within 10 days of the collision.

Subject: Safety and Security

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

Introduced: 02/12/2024

Status: 02/26/2024 - Referred to Com. on TRANS.

Location: 02/26/2024 - Assembly Transportation

Summary: Current law requires the California Transportation Commission to develop guidelines and project selection criteria for the Active Transportation Program, as provided. 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 prohibit the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a residential street with a posted speed limit of 20 miles per hour or less.

Subject: Active Transportation

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

Introduced: 02/12/2024

Status: 02/26/2024 - Referred to Com. on L. GOV.

Location: 02/26/2024 - Assembly Local Government

Summary: Existing 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. Existing 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. The bill, for the purpose of counting meetings attended by teleconference, would define a "meeting" as any number of meetings of the legislative body of a local agency that begin on the same calendar day.

Subject: Public Meetings

AB 2320 (Irwin, D) Wildlife Connectivity and Climate Adaptation Act of 2024: wildlife corridors.

Introduced: 02/12/2024

Status: 02/26/2024 - Referred to Coms. on W., P., & W. and NAT. RES.

Location: 02/26/2024 - Assembly Water, Parks and Wildlife

Summary: Current law requires the Natural Resources Agency, in implementing actions to achieve the goal to conserve at least 30% of the state's lands and coastal waters by 2030 established by executive order, to prioritize specified actions. Current law requires the Secretary of the Natural Resources Agency to prepare and submit an annual report to the Legislature on the progress made during the prior calendar year toward achieving that goal, as provided. Current law requires that annual report to include certain information, including, among other information, the progress made in the prior calendar year to address equity as part of the above-described goal. This bill, the Wildlife Connectivity and Climate Adaptation Act of 2024, would additionally require the agency, as part of that report, to identify key wildlife corridors in the state, connections between large blocks of natural areas and habitats, progress on protecting additional acres of wildlife corridors, and goals for wildlife corridor protection in the next 5 years, as provided.

Subject: Environment

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

Introduced: 02/12/2024

Status: 02/26/2024 - Referred to Coms. on INS. and JUD.

Location: 02/26/2024 - Assembly Insurance

Summary: 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 the review by the courts, as specified. This bill would define "signature" for purposes of a proceeding before the board to include an electronic signature, as specified.

Subject: Employment

AB 2372 (Bains, D) Greenhouse gas emissions: state board: report.

Introduced: 02/12/2024

Status: 02/26/2024 - Referred to Com. on NAT. RES.

Location: 02/26/2024 - Assembly Natural Resources

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board, by December 31, 2035, to evaluate and report its findings and recommendations to the Legislature on the feasibility and tradeoffs of achieving the policy goal of ensuring that by 2045 statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the statewide greenhouse gas emissions limit, relative to alternative scenarios that achieve the policy goal of achieving net zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieving and maintaining net negative greenhouse gas emissions thereafter. This bill would instead require the state board to do the evaluation and report its findings and recommendations to the Legislature by December 31, 2030.

Subject: Reports

AB 2400 (Rivas, Luz, D) California Alternative Energy and Advanced Transportation Financing Authority Act.

Introduced: 02/12/2024

Status: 03/04/2024 - Referred to Coms. on REV. & TAX. and TRANS.

Location: 03/04/2024 - Assembly Revenue and Taxation

Summary: The California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority. The act authorizes, until January 1, 2026, the authority to provide financial assistance to a participating party in the form of specified sales and use tax exclusions for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption. The act prohibits the sales and use tax exclusions from exceeding \$100,000,000 for each calendar year, except as provided. The Sales and Use Tax Law, for the purposes of the taxes imposed pursuant to that law, until January 1, 2026, excludes the lease or transfer of title of tangible personal property constituting a project to any contractor for use in the performance of a construction contract for a participating party that will use that property as an integral part of the approved project. This bill would extend the authorization to provide financial assistance in the form of a sales and use tax exclusion for qualifying projects to January 1, 2031, and would extend the sales and use tax exclusion to January 1, 2031.

Subject: Funding

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

Introduced: 02/12/2024

Status: 02/26/2024 - Referred to Coms. on TRANS. and NAT. RES.

Location: 02/26/2024 - Assembly Transportation

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.

Subject: Environment

AB 2409 (Papan, D) Office of Planning and Research: permitting accountability transparency dashboard.

Introduced: 02/12/2024

Status: 02/13/2024 - From printer. May be heard in committee March 14.

Location: 02/12/2024 - Assembly PRINT

Summary: Would require the Office of Planning and Research, on or before January 1, 2026, to create and maintain, as specified, a permitting accountability transparency internet website (dashboard). The bill would require the dashboard to include a display for each permit to be issued by specified state agencies for all covered projects. The bill would define various terms for these purposes. The bill would also require the dashboard to include, but not be limited to, information for each permit to be issued by a state agency that is required for the completion of the project, including, among other requirements, the permit application submission date. The bill would require each state agency with a responsibility for issuing a permit for a covered project to provide information in the appropriate time and manner as determined by the office.

Subject: Public Works

AB 2418 (Patterson, Jim, R) Vehicular air pollution: heavy-duty trucks.

Introduced: 02/13/2024

Status: 02/26/2024 - Referred to Com. on TRANS.

Location: 02/26/2024 - Assembly Transportation

Summary: Current law requires the state board to adopt and implement emission standards for new motor vehicles for the control of emissions from new motor vehicles that the State Air Resources Board finds to be necessary and technologically feasible, as provided. Current state regulations establish exhaust emissions standards and test procedures for 1985 and subsequent model heavy-duty engines and vehicles, as provided. Current law defines "heavy-duty" for purposes of laws governing air resources. This bill would exempt, notwithstanding any other law, a 2024 and subsequent model heavy-duty truck that meets federal exhaust emission standards from the state regulations described above governing exhaust emissions standards and test procedures for 1985 and subsequent model heavy-duty engines and vehicles.

Subject: Zero Emission

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

Introduced: 02/13/2024

Status: 02/26/2024 - Referred to Com. on P.E. & R.

Location: 02/26/2024 - Assembly Public Employment and Retirement

Summary: Current law that governs the labor relations of public employees and employers, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, provisions relating to higher education, and provisions relating to the San Francisco Bay Area Rapid Transit District, prohibits employers from taking certain actions relating to employee organization, including 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. This bill would also prohibit a local public agency employer, a state 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 2431 (Mathis, R) Taxation: Transactions and Use Tax Law: limit increase.

Introduced: 02/13/2024

Status: 03/04/2024 - Referred to Coms. on L. GOV. and REV. & TAX.

Location: 03/04/2024 - Assembly Local Government

Summary: Current law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general or specific purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. This bill would authorize a city, county, or city and county to impose a transactions and use tax at a rate of no more than an unspecified percentage that, in combination with other transactions and use taxes, would exceed the above-described combined rate limit of 2%, if certain conditions are met, including that the city, county, or city and county has reached the 2% rate limitation.

Subject: Funding

AB 2439 **(Quirk-Silva, D) Public records: owners and developers.**

Introduced: 02/13/2024

Status: 02/26/2024 - Referred to Com. on JUD.

Hearing: 03/19/2024

Location: 02/26/2024 - Assembly Judiciary

Summary: The California Public Records Act requires state and local agencies, as defined, to make their records available for public inspection, unless an exemption from disclosure applies. Current law declares that access to information concerning the conduct of the people's business is a fundamental and necessary right of every person in this state. Current law requires specified state and local bodies to establish written guidelines for accessibility of records. Current law requires the state and local bodies to post a copy of these guidelines in a conspicuous public place at the offices of these bodies, and to make available a copy of the guidelines upon request, free of charge, to any person requesting that body's records. This bill would additionally require an owner, developer, or their agents who receives public funds or the equivalent of public funds from a public agency to perform a public works project, as defined, to be subject to the act in connection with records that it prepares, owns, uses, or retains relating to that public works project. The bill would require the owner, developer, or their agents to establish written guidelines for accessibility of records.

Subject: Records

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

Introduced: 02/13/2024

Status: 02/14/2024 - From printer. May be heard in committee March 15.

Location: 02/13/2024 - Assembly PRINT

Summary: Would, upon appropriation by the Legislature, establish an Electric Vehicle Economic Opportunity Zone (EVEOZ) for the County of Riverside, administered by the California Competes Tax Credit Committee, for the purpose of creating programs to make electric vehicle manufacturing jobs and education more accessible to lower income communities. The bill would require County of Riverside to assist 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 committee 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 chargers and electric vehicle supply equipment.**

Introduced: 02/13/2024

Status: 03/04/2024 - Referred to Com. on P. & C.P.

Location: 03/04/2024 - Assembly Privacy and Consumer Protection

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 requires the Secretary of Food and Agriculture to establish tolerances and specifications and other technical requirements for commercial weighing and measuring, as specified. Current law requires that weighing and measuring devices be of a type or design approved by the department under a process known as "type evaluation" before they may be used for commercial purposes. This bill would authorize a measuring instrument used to measure the amount of electricity transferred from an electric vehicle charger to be used in connection with the sale of electricity as a motor vehicle fuel without first being tested if it is a type approved by the department, is calibrated and sealed by the manufacturer, and is unalterable.

Subject: Zero Emission

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

Introduced: 02/13/2024

Status: 02/26/2024 - Referred to Com. on P.E. & R.

Location: 02/26/2024 - Assembly Public Employment and Retirement

Summary: 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 the County Employees Retirement Law of 1937 (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 authorize the monthly warrant, check, or electronic fund transfer for the retirement allowance or benefit to be delivered to a prepaid account, as defined. The 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 2480 **(Garcia, D)** Carl Moyer Memorial Air Quality Standards Attainment Program: grants: school buses.

Introduced: 02/13/2024

Status: 03/04/2024 - Referred to Com. on TRANS.

Location: 03/04/2024 - Assembly Transportation

Summary: The Carl Moyer Memorial Air Quality Standards Attainment Program authorizes the State Air Resources Board to provide grants to offset the incremental cost of eligible projects that reduce emissions from covered vehicular sources. The state board is required to establish and update grant criteria and guidelines for covered vehicle projects. Current law sets forth general eligibility criteria for projects funded through the program, including a cost-effectiveness requirement. For schoolbus projects, current law prohibits a grant from exceeding specified cost caps and requires the cost-effectiveness value to be set forth in the guidelines adopted by the state board. This bill would provide that, notwithstanding any other law, a project to purchase a new zero-emission schoolbus to replace an internal combustion engine schoolbus is eligible for a grant under the program regardless of the model year of the associated internal combustion engine.

Subject: Funding

AB 2499 **(Schiavo, D)** Unlawful employment practices: discrimination for time off.

Introduced: 02/13/2024

Status: 02/26/2024 - Referred to Coms. on L. & E. and JUD.

Location: 02/26/2024 - Assembly Labor and Employment

Summary: Current law, subject to specified requirements for the employee, prohibits an employer from discharging or in any manner discriminating against an employee for taking time off to serve on a jury, an employee who is a victim of a crime for taking time off to appear in court as a witness in any judicial proceeding, an employee who is a victim for taking time off from work to obtain or attempt to obtain prescribed relief, or an employee because of the employee's status as a victim of crime or abuse. Current law requires an employer to provide reasonable accommodations for a victim of domestic violence, sexual assault, or stalking, who requests an accommodation for the safety of the victim while at work. 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 remove the threshold of 25 or more employees from the provisions for victims of crime or abuse and, except as specified, apply its provisions to a person who directly employs one or more persons to perform services for a wage or salary. 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.

Subject: Employment

AB 2503 (Lee, D) California Environmental Quality Act: exemption: railroad electrification and railroad siding projects.

Introduced: 02/13/2024

Status: 03/04/2024 - Referred to Com. on NAT. RES.

Location: 03/04/2024 - Assembly Natural Resources

Summary: The California Environmental Quality Act (CEQA) 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. This bill would exempt from the requirements of CEQA railroad electrification projects and railroad siding projects. Because a lead agency would be required to determine the applicability of this exemption, this bill would impose a state-mandated local program.

Subject: Planning

AB 2522 (Carrillo, Wendy, D) South Coast Air Quality Management District: district board: compensation.

Introduced: 02/13/2024

Status: 02/14/2024 - From printer. May be heard in committee March 15.

Location: 02/13/2024 - Assembly PRINT

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. This bill would provide that each member of the board shall receive compensation of \$200 for each day, or portion thereof, but not to exceed \$2,000 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. The bill would provide that the compensation of each member of the board may be increased beyond this amount by the board, as specified.

Subject: Miscellaneous

AB 2535 (Bonta, D) Trade Corridor Enhancement Program.

Introduced: 02/13/2024

Status: 03/04/2024 - Referred to Coms. on TRANS. and NAT. RES.

Location: 03/04/2024 - Assembly Transportation

Summary: Current law requires the California Transportation Commission, under a program commonly known as the Trade Corridor Enhancement Program, to allocate, upon appropriation by the Legislature, revenues from a specified portion of the state excise tax on diesel fuel and certain federal funds for infrastructure projects located on or along specified transportation corridors. Under existing law, eligible projects under the program include, among others, highway improvements to more efficiently accommodate the movement of freight and environmental and community mitigation or efforts to reduce environmental impacts of freight movement. This bill would prohibit the commission from allocating funding under the program to a project that adds a general purpose lane to a highway or expands highway capacity in a community that meets certain criteria relating to pollution impacts.

Subject: Planning

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

Introduced: 02/14/2024

Status: 02/15/2024 - From printer. May be heard in committee March 16.

Location: 02/14/2024 - Assembly PRINT

Summary: The California Environmental Quality Act (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. The bill would additionally define "major transit stop" to include a site in an urbanized area that is being served by an on-demand transit service at least 12 hours a day, 7 days a week. Because the bill would require a lead agency to make an additional determination as to whether a location is a major transit stop for purposes of determining whether residential or mixed-use residential projects are exempt from CEQA, this bill would impose a state-mandated local program.

Subject: Transit

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

Introduced: 02/14/2024

Status: 02/15/2024 - From printer. May be heard in committee March 16.

Location: 02/14/2024 - Assembly PRINT

Summary: 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 level. This bill would additionally require that this report include an evaluation of the Homeless Housing, Assistance, and Prevention (HHAP) program.

Subject: Reports

AB 2626 **(Dixon, R) Advanced Clean Fleets regulations: local governments.**

Introduced: 02/14/2024

Status: 03/04/2024 - Referred to Coms. on TRANS. and NAT. RES.

Location: 03/04/2024 - Assembly Transportation

Summary: Current law requires the State Air Resources 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 that the state board has found necessary, cost effective, and technologically feasible. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. This bill would extend the compliance dates for local government set forth in the Advanced Clean Fleets Regulation by 10 years. The bill would prohibit the state board from taking enforcement action against a local government for violating the Advanced Clean Fleets Regulation if the alleged violation occurs before January 1, 2025.

Subject: Zero Emission

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

Introduced: 02/14/2024

Status: 03/04/2024 - Referred to Com. on L. GOV.

Location: 03/04/2024 - Assembly Local Government

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.

Subject: Transit

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

Introduced: 02/14/2024

Status: 02/15/2024 - From printer. May be heard in committee March 16.

Location: 02/14/2024 - Assembly PRINT

Summary: Current law authorizes 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 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, if the CHP activates one of the alerts and that alert contains a license plate number of a vehicle involved in the incident, would require a transportation agency that employs an electronic toll collection system to notify the CHP and the law enforcement agency that requested the alert upon identifying that vehicle with that license plate number using a camera-based vehicle identification system or other electronic medium employed in connection with the electronic toll collection system. The bill would require the notification to include the time and location that the vehicle was identified. By requiring a local transportation agency to report this information, this bill would impose a state-mandated local program.

Subject: Safety and Security

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

Introduced: 02/14/2024

Status: 03/04/2024 - Referred to Com. on TRANS.

Location: 03/04/2024 - Assembly Transportation

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.

Subject: Tolling

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

Introduced: 02/14/2024

Status: 03/04/2024 - Referred to Com. on TRANS.

Location: 03/04/2024 - Assembly Transportation

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 current state laws, by operation of their provisions, become inoperative on the date the federal authorization expires. This bill would cancel the repeal of these provisions on September 30, 2025, and continue the operation of these provisions until the expiration of the federal authorization, currently September 30, 2025.

Subject: Planning

AB 2697 **(Irwin, D)** Vehicles: electric vehicle charging.

Introduced: 02/14/2024

Status: 02/15/2024 - From printer. May be heard in committee March 16.

Location: 02/14/2024 - Assembly PRINT

Summary: Current law authorizes a local authority, by ordinance or resolution, to designate stalls or spaces in an offstreet parking facility owned or operated by that local authority for the exclusive purpose of charging and parking a vehicle that is connected for electric charging purposes. This bill would state the intent of the Legislature to enact legislation relating to electric vehicle charging infrastructure.

Subject: Zero Emission

AB 2712 **(Friedman, D)** Automobile parking requirements: development projects.

Introduced: 02/14/2024

Status: 02/15/2024 - From printer. May be heard in committee March 16.

Location: 02/14/2024 - Assembly PRINT

Summary: Current law prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within 1/2 mile of public transit, as defined, unless the public agency makes written findings, within 30 days of the receipt of a completed application, that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact on, among other things, the city's, county's, or city and county's ability to meet its share of the regional housing need for low- and very low income households. This bill would instead provide a public agency with 60 days from the receipt of a completed application to make those written findings.

Subject: Planning

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

Introduced: 02/14/2024

Status: 03/04/2024 - Referred to Com. on L. GOV.

Location: 03/04/2024 - Assembly Local Government

Summary: The Ralph M. Brown Act generally 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 on, among other things, matters posing a threat to the security of essential public services, as specified. This bill would additionally authorize a closed session to consider or evaluate matters related to cybersecurity, as specified, provided that any action taken on those matters is done in open session.

Subject: Public Meetings

AB 2719 **(Wilson, D) Vehicles: commercial vehicle inspections.**

Introduced: 02/14/2024

Status: 03/04/2024 - Referred to Com. on TRANS.

Location: 03/04/2024 - Assembly Transportation

Summary: Would authorize a public transit agency, as defined, to request the California Highway Patrol (CHP) to conduct an annual inspection and certification of its fleet. The bill would authorize the Commissioner of the CHP to issue stickers or other devices as evidence of certification. The bill would exempt any public transit agency vehicle that has been certified through that inspection from the requirement to stop at a roadside inspection.

Subject: Transit

AB 2733 **(Boerner, D) Vehicles: special permits.**

Introduced: 02/15/2024

Status: 03/04/2024 - Referred to Com. on TRANS.

Location: 03/04/2024 - Assembly Transportation

Summary: Current law authorizes the Department of Transportation to issue a special permit to the operator of a vehicle, combination of vehicles, or mobile equipment, permitting the operation and movement of the vehicle, combination, or equipment, and its load, on designated routes if the vehicle, combination, or equipment meets specified criteria, upon adoption of an ordinance or resolution by specified cities covering designated routes. This bill would additionally authorize the Department of Transportation to issue a special permit to the operator of a zero-emission vehicle, as defined, combination of vehicles, or mobile equipment, permitting the operation and movement of the vehicle, combination, or equipment, and its load, on designated routes if the vehicle, combination, or equipment meets specified criteria, upon adoption of an ordinance or resolution by the City of San Diego and City of National City covering designated routes.

Subject: Public Works

AB 2741 **(Haney, D) Temporary employees: labor contractors.**

Introduced: 02/15/2024

Status: 03/04/2024 - Referred to Coms. on L. & E. and JUD.

Location: 03/04/2024 - Assembly Labor and Employment

Summary: This bill would impose certain requirements on a labor contractor and a client employer who has obtained a temporary worker from the labor contractor, as those terms are defined. The bill would require a labor contractor to include on the wage statement of each temporary worker the total amount of actual charges to the client employer for the temporary worker compared to the total compensation cost for the temporary worker. The bill would require a client employer to provide every temporary worker who has performed services for the client employer on a long-term, continuous basis with an opportunity to become a direct employee. The bill would require a client employer who plans to hire a permanent employee to give a temporary worker in the applicable position, as specified, an opportunity to apply for the permanent position before filling it. The bill would require a labor contractor to attempt to place a current temporary worker into a permanent position with a client employer when that employer informs the labor contractor of its plan to hire a permanent employee for a position for which the labor contractor is providing a temporary worker. The bill would prohibit a labor contractor from restricting a temporary worker from accepting a permanent position from the client employer, and would prohibit a labor contractor from collecting a fee when a temporary worker is offered permanent employment. The bill, on or before the 2nd Wednesday of May 2025, would require a client employer that has 100 or more direct employees hired through labor contractors within the prior calendar year to make publicly available on an internet website the number of temporary employees hired through labor contractors within the prior calendar year as compared to the number of direct employees.

Subject: Public Works

AB 2742 **(Sanchez, R) Emergency vehicles: penalties.**

Introduced: 02/15/2024

Status: 02/16/2024 - From printer. May be heard in committee March 17.

Location: 02/15/2024 - Assembly PRINT

Summary: Would prohibit a person driving a vehicle upon a highway or a pedestrian from willfully obstructing a highway, including in the course of a protest, in any manner that interferes with the ability of an authorized emergency vehicle to pass and would make a violation of this provision punishable by specified fines. By creating a new crime, this bill would impose a state-mandated local program.

Subject: Safety and Security

AB 2744 **(McCarty, D) Vehicles: pedestrian, bicycle, and vehicle safety.**

Introduced: 02/15/2024

Status: 03/04/2024 - Referred to Com. on TRANS.

Location: 03/04/2024 - Assembly Transportation

Summary: Current law authorizes a legislative body of a city, whenever this legislative body determines that it is necessary for the more efficient maintenance, construction, or repair of streets and roads within the city, to contract with the board of supervisors of any county for the rental of the county's equipment, as specified. This bill would, beginning on January 1, 2025, prohibit the addition of a right-turn or travel lane within 20 feet of a marked or unmarked crosswalk where there is not already a dedicated and marked right-turn or travel lane, and would prohibit vehicles from using this 20-foot area for right turns unless the area is already marked as a dedicated right-turn lane before January 1, 2025.

Subject: Active Transportation

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

Introduced: 02/15/2024

Last Amended: 03/04/2024

Status: 03/04/2024 - Referred to Coms. on L. GOV. and JUD. From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.

Location: 03/04/2024 - Assembly 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. The act establishes the board of commissioners of the port district and vests it with specified authority and responsibilities regarding the management of the district. This bill would require the board to adopt a code of ethics and to accept and respond to 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 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 2796 **(Alvarez, D) Equitable Access to Zero-Emissions Vehicles Fund.**

Introduced: 02/15/2024

Status: 02/16/2024 - From printer. May be heard in committee March 17.

Location: 02/15/2024 - Assembly PRINT

Summary: Would establish the Equitable Access to Zero-Emission Vehicles Fund and would make moneys in the fund available, upon appropriation by the Legislature, for a new vehicle rebate program and for other specified purposes. The bill would require the State Air Resources Board, by July 1, 2025, to establish a program to offer rebates for the purchase of zero-emission vehicles and other specified vehicles from moneys made available from the fund. The bill would require the state board to submit a biennial report to the Legislature that includes certain information relating to the expenditures from the fund.

Subject: Zero Emission

AB 2809 **(Haney, D) Vehicles: automated speed enforcement.**

Introduced: 02/15/2024

Status: 02/16/2024 - From printer. May be heard in committee March 17.

Location: 02/15/2024 - Assembly PRINT

Summary: Would require the Secretary of Transportation to develop guidelines for the implementation of a state highway work zone speed safety program using automated speed enforcement systems, as specified. The bill would authorize the Department of Transportation to establish a state highway work zone speed safety program in accordance with those guidelines. The bill would require the department, if a program is established, to prepare and submit a report to the Legislature, as specified.

Subject: Public Works

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

Introduced: 02/15/2024

Status: 02/16/2024 - From printer. May be heard in committee March 17.

Location: 02/15/2024 - Assembly PRINT

Summary: The Legislature adopted 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 (1) 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 (2) 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 would authorize a local government that imposes a tax under ACA 1 to commit revenues to affordable housing programs, including downpayment assistance, first-time home buyer programs, and owner-occupied affordable housing rehabilitation programs. The bill would require a local government to ensure that any project that is funded with ACA 1 bonded indebtedness or ACA 1 special taxes to have an estimated useful life of at least 15 years or 5 years if the funds are for specified public safety buildings, facilities, and equipment.

Subject: Funding

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

Introduced: 02/15/2024

Status: 02/16/2024 - From printer. May be heard in committee March 17.

Location: 02/15/2024 - Assembly PRINT

Summary: Would require the State Energy Resources Conservation and Development Commission to establish, on or before January 1, 2026, a program under the Clean Transportation Program to provide grants for repairs to electric vehicle charging infrastructure that has been in operation for at least 5 years and that is located in a publicly available parking space, as provided. The bill would authorize grant funding to be used for, among other things, the cost to repair, upgrade, or replace an electric vehicle charging port or supporting infrastructure and the cost of operations, maintenance, and warranties for repaired, upgraded, or replaced electric vehicle charging ports and supporting infrastructure. The bill would require the commission to allocate at least 50% of grant funding to low-income communities and disadvantaged communities. The bill would repeal these provisions on January 1, 2036.

Subject: Zero Emission

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

Introduced: 02/15/2024

Status: 03/04/2024 - Referred to Com. on TRANS.

Location: 03/04/2024 - Assembly Transportation

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 2824 **(McCarty, D) Battery.**

Introduced: 02/15/2024

Status: 02/16/2024 - From printer. May be heard in committee March 17.

Location: 02/15/2024 - Assembly PRINT

Summary: Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would make technical, nonsubstantive changes to this provision.

Subject: Safety and Security

AB 2869 **(Friedman, D) Department of Transportation: trail access: infrastructure projects.**

Introduced: 02/15/2024

Status: 02/16/2024 - From printer. May be heard in committee March 17.

Location: 02/15/2024 - Assembly PRINT

Summary: Current law authorizes the Department of Transportation to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. This bill would require the department to mitigate the impact of infrastructure projects that interfere with or eliminate trail access to parks and recreational areas by maintaining safe access for users of existing trails or providing alternative safe access to those parks and recreational areas.

Subject: Planning

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

Introduced: 02/15/2024

Status: 03/04/2024 - Referred to Com. on TRANS.

Location: 03/04/2024 - Assembly Transportation

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 2912 **(Dixon, R) Energy: retail gasoline pricing.**

Introduced: 02/15/2024

Status: 02/16/2024 - From printer. May be heard in committee March 17.

Location: 02/15/2024 - Assembly PRINT

Summary: Current law establishes the Division of Petroleum Market Oversight in the State Energy Resources Conservation and Development Commission to, among other duties, provide guidance and recommendations to the Governor and the commission on issues related to transportation fuel pricing and transportation decarbonization in California. This bill would require the commission to post and update, on a monthly basis, on its internet website the difference between retail gasoline prices in California and the national average and a calculation of how much that difference has decreased since June 26, 2023, which is the effective date of the above-described provisions, due to the actions taken pursuant to those provisions.

Subject: Records

AB 3005 **(Wallis, R) Motor Vehicle Fuel Tax Law: adjustment suspension.**

Introduced: 02/16/2024

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

Location: 02/16/2024 - Assembly PRINT

Summary: Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.

Subject: Funding

AB 3055 **(Carrillo, Juan, D) Vehicles: high-occupancy vehicle lanes: veterans.**

Introduced: 02/16/2024

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

Location: 02/16/2024 - Assembly PRINT

Summary: Would authorize the Department of Transportation and local authorities to permit exclusive or preferential use of high-occupancy vehicles (HOVs) lanes to be used by a vehicle driven by a disabled veteran of the United States Armed Forces, as defined, regardless of the number of passengers in the vehicle or the type of vehicle, provided that the vehicle is registered to or owned, and is driven, by the veteran and the vehicle displays a decal approved by the Department of Motor Vehicles. The bill would require the Department of Motor Vehicles to issue the decal to an applicant, upon proof of eligibility that the applicant is a disabled veteran.

Subject: Planning

AB 3106 **(Schiavo, D) Infectious disease: excluded employees.**

Introduced: 02/16/2024

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

Location: 02/16/2024 - Assembly PRINT

Summary: This bill would require an employer to ensure that COVID-19 cases, defined as persons who have a positive COVID-19 test, are excluded from the workplace until prescribed return-to-work requirements are met. The bill, with specified exceptions, would require an employer to continue and maintain an excluded employee's earnings, wages, seniority, and all other employee rights and benefits, including the employee's right to their former job status, as if the employee had not been excluded from the workplace, as prescribed. The bill would require the standards board, by February 3, 2025, to adopt a standard that extends these protections to any occupational infectious disease covered by any permanent infectious disease standard adopted to succeed an existing standard for COVID-19 prevention. The bill would require the division to enforce the bill by the issuance of a citation alleging a violation and a notice of civil penalty, as specified. The bill would authorize any person who receives a citation and penalty to appeal the citation and penalty to the Occupational Safety and Health Appeals Board.

Subject: Employment

AB 3153 **(Dixon, R) Emission standards: marine vessels: exemption.**

Introduced: 02/16/2024

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

Location: 02/16/2024 - Assembly PRINT

Summary: Current law requires the State Air Resources 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 that the state board has found to be necessary, cost effective, and technologically feasible, as provided. Current law also requires the state board to adopt standards and regulations, consistent with those requirements, for motor vehicles and off-road or nonvehicle engine categories, including, but not limited to, marine vessels, to the extent permitted by federal law. This bill would require the state board to exempt certain vessels from any provision of a standard or regulation that would require the retirement, replacement, or retrofit of the vessel.

Subject: Zero Emission

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

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 Mitigation Fee Act imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. 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 a 1/2 mile of a transit station. 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 1/2 mile of a transit priority area 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.

Subject: Planning

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

Introduced: 02/16/2024

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

Location: 02/16/2024 - Assembly PRINT

Summary: This bill would require each contractor and subcontractor performing work on any public works project and any covered entity, as defined for these purposes as a corporation, limited liability company, partnership, joint venture, or other legal entity, that develops or undertakes such 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 contractors, subcontractors, and covered entities that are developing, undertaking, or performing work on a development project for which contractors are required to maintain and verify payroll records, as specified. The bill would subject a contractor, subcontractor, or covered entity, 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.

Subject: Public Works

AB 3219 **(Sanchez, R) Advanced Clean Fleets regulations: local governments.**

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 Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from those sources. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. This bill would state the intent of the Legislature to enact subsequent legislation that would allow a local government that declares a fiscal emergency, through an ordinance, to be provided a delay from complying with the Advanced Clean Fleets Regulation.

Subject: Zero Emission

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: 08/23/2023 - Referred to Com. on TRANS.

Hearing: 04/09/2024

Location: 08/23/2023 - Senate Transportation

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: 08/23/2023 - Referred to Com. on TRANS.

Hearing: 04/09/2024

Location: 08/23/2023 - Senate Transportation

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 532 **(Wiener, D)** San Francisco Bay area toll bridges: tolls: transit operating expenses.

Introduced: 02/14/2023

Last Amended: 06/29/2023

Status: 08/23/2023 - August 23 set for first hearing canceled at the request of author.

Location: 07/05/2023 - Assembly Appropriations

Summary: Would, until December 31, 2028, require the Bay Area Toll Authority (BATA) to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation. The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to the Metropolitan Transportation Commission (MTC) for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified. The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified.

Subject: Funding

SB 537 **(Becker, D)** Open meetings: multijurisdictional, cross-county agencies: teleconferences.

Introduced: 02/14/2023

Last Amended: 09/05/2023

Status: 09/14/2023 - Ordered to inactive file on request of Assembly Member Bryan.

Location: 09/14/2023 - Assembly INACTIVE FILE

Summary: Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. These circumstances include if a member shows "just cause," including for a childcare or caregiving need of a relative that requires the member to participate remotely. This bill would expand the circumstances of "just cause" to apply to the situation in which an immunocompromised child, parent, grandparent, or other specified relative requires the member to participate remotely. The bill would authorize the legislative body of a multijurisdictional, cross-county agency, as specified, to use alternate teleconferencing provisions if the eligible legislative body has adopted an authorizing resolution, as specified. The bill would also require the legislative body to provide a record of attendance of the members of the legislative body, the number of community members in attendance in the teleconference meeting, and the number of public comments on its internet website within 10 days after a teleconference meeting, as specified. The bill would require at least a quorum of members of the legislative body to participate from one or more physical locations that are open to the public and within the boundaries of the territory over which the local agency exercises jurisdiction.

Subject: Public Meetings

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 638 **(Eggman, D) Climate Resiliency and Flood Protection Bond Act of 2024.**

Introduced: 02/16/2023

Last Amended: 06/28/2023

Status: 07/06/2023 - July 11 hearing postponed by committee.

Location: 06/15/2023 - Assembly Water, Parks and Wildlife

Summary: Would enact the Climate Resiliency and Flood Protection Bond Act of 2024 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$6,000,000,000 pursuant to the State General Obligation Bond Law, for flood protection and climate resiliency projects.

Subject: Funding

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

Introduced: 02/16/2023

Last Amended: 01/03/2024

Status: 01/29/2024 - Read third time. Passed. (Ayes 31. Noes 8.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 01/29/2024 - Assembly DESK

Summary: Would provide that an application by a local government to convert an existing motorized vehicle travel lane into a dedicated bicycle lane 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 create a dedicated bicycle lane within the developed portion of an existing right-of-way requires an amendment to a local coastal program, the amendment be processed according to specified law, if the executive director of the commission makes specified determinations.

Subject: Active Transportation

SB 768 **(Caballero, D) California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study.**

Introduced: 02/17/2023

Last Amended: 01/11/2024

Status: 01/29/2024 - Read third time. Passed. (Ayes 34. Noes 4.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 01/29/2024 - Assembly DESK

Summary: This bill requires the State Air Resources Board, in consultation with other private and public entities, to conduct a study for the Legislature on the use of VMT's as a metric for transportation impacts pursuant to the California Environmental Quality Act (CEQA) by January 1, 2026.

Subject: Environment

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

Introduced: 02/17/2023

Last Amended: 01/03/2024

Status: 01/29/2024 - Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 01/29/2024 - Assembly DESK

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: 01/11/2024

Status: 01/29/2024 - Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 01/29/2024 - Assembly DESK

Summary: Current law establishes the independent Office of the San Francisco Bay Area Rapid Transit District (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 834 **(Portantino, D) Vehicles: preferential parking: residential, commercial, or other development project.**

Introduced: 02/17/2023

Last Amended: 02/22/2024

Status: 02/29/2024 - Re-referred to Com. on RLS. pursuant to Assembly Rule 96.

Location: 02/29/2024 - Assembly Rules

Summary: This bill would prohibit a local authority from issuing any permit conferring preferential parking privileges to any residents or vendors of any developments within 1/2 mile of public transit and exempt from parking minimums. The bill would require the local authority to revise the boundaries of any such preferential parking district to exclude those developments from its boundaries. The bill would make related findings and declarations, and state that it is the intent of the Legislature to discourage car use by incentivizing development near public transit.

Subject: Planning

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

Introduced: 02/17/2023

Last Amended: 01/03/2024

Status: 01/30/2024 - Read third time. Passed. (Ayes 30. Noes 7.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 01/30/2024 - Assembly DESK

Summary: Would allow the Legislature to specify that a constitutional amendment, bond measure, or other legislative measure submitted to the people will appear on the ballot at an election other than the one described above if the election specified in the proposal would occur at least 131 days after adoption of the proposal by the Legislature.

Subject: Miscellaneous

SB 892 **(Padilla, D) Public contracts: artificial intelligence services: safety, privacy, and nondiscrimination standards.**

Introduced: 01/03/2024

Status: 02/14/2024 - Referred to Coms. on G.O. and JUD.

Location: 02/14/2024 - Senate Governmental Organization

Summary: Would require the Department of Technology to establish safety, privacy, and nondiscrimination standards relating to artificial intelligence services, as defined. Commencing August 1, 2025, the bill would prohibit a contract for artificial intelligence services, as defined, from being entered into by the state unless the provider meets those standards. This bill would require the Department of Technology to report to the Legislature regarding the standards it establishes, as specified.

Subject: Public Works

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

Introduced: 01/03/2024

Status: 02/14/2024 - Referred to Coms. on G.O. and JUD.

Location: 02/14/2024 - Senate Governmental Organization

Summary: This bill, the 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.

Subject: Reports

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

Introduced: 01/04/2024

Status: 02/28/2024 - Set for hearing April 9.

Hearing: 04/09/2024

Location: 02/21/2024 - Senate Transportation

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. 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.

Subject: Miscellaneous

SB 908 **(Cortese, D) Public records: legislative records: electronic messages.**

Introduced: 01/08/2024

Status: 01/09/2024 - From printer. May be acted upon on or after February 8.

Location: 01/08/2024 - Senate Rules

Summary: Would prohibit an elected or appointed official or employee of a public agency from creating or sending a public record using a nonofficial electronic messaging system unless the official or employee sends a copy of the public record to an official electronic messaging system, as specified. By imposing additional duties on local agencies, the bill would create a state-mandated local program.

Subject: Records

SB 915 **(Cortese, D) Local government: autonomous vehicles.**

Introduced: 01/09/2024

Status: 02/21/2024 - Referred to Coms. on L. GOV. and TRANS.

Location: 02/21/2024 - Senate Local Government

Summary: Would prohibit an autonomous vehicle service, which has received approval to conduct commercial passenger service or engage in commercial activity using driverless vehicles by the Department of Motor Vehicles, the Public Utilities Commission, or another state agency, from commencing operation within a local jurisdiction until authorized by a local ordinance enacted pursuant to the bill's provisions. The bill would authorize each city, county, or city and county in which an autonomous vehicle has received authorization to operate, to protect the public health, safety, and welfare by adopting an ordinance or resolution in regard to autonomous vehicle services within that jurisdiction. The bill would require each city, county, or city and county that adopts an ordinance or resolution to include certain provisions within that ordinance or resolution. These would include a policy for entry into the business of providing autonomous vehicle services including a permitting program, the establishment of reasonable vehicle caps and hours of service restrictions, and the establishment of an interoperability or override system accessible by first responders in case of an emergency.

Subject: Transit

SB 925 **(Wiener, D) San Francisco Bay area: local revenue measure: transportation improvements.**

Introduced: 01/11/2024

Status: 02/14/2024 - Referred to Com. on RLS.

Location: 01/11/2024 - Senate Rules

Summary: Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would state the intent of the Legislature to enact subsequent legislation to authorize the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area's public transportation system, as well as other transportation improvements.

Subject: Funding

SB 926 **(Wahab, D) San Francisco Bay area: public transportation.**

Introduced: 01/12/2024

Status: 02/14/2024 - Referred to Com. on TRANS.

Location: 02/14/2024 - Senate Transportation

Summary: Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. Current law establishes the Transportation Agency, consisting of various state agencies under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would require the Transportation Agency to develop a plan to consolidate all transit agencies, as defined, that are located within the geographic jurisdiction of the Metropolitan Transportation Commission.

Subject: Miscellaneous

SB 930 **(Laird, D) Streets and highways: memorial highways.**

Introduced: 01/16/2024

Status: 02/14/2024 - Referred to Com. on RLS.

Location: 01/16/2024 - Senate Rules

Summary: Current law vests the Department of Transportation with full possession and control of all state highways. This bill would state the intent of the Legislature to enact subsequent legislation that would promote equity in the naming of memorial highways.

Subject: Miscellaneous

SB 936 **(Seyarto, R) California Environmental Quality Act: exemption: road and safety improvement projects.**

Introduced: 01/17/2024

Last Amended: 02/20/2024

Status: 02/29/2024 - Re-referred to Coms. on E.Q. and TRANS.

Location: 02/29/2024 - Senate Environmental Quality

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. This bill would exempt from CEQA activities or projects undertaken by the Department of Transportation for road and safety improvements at any of the 15 locations in the state highway system with the highest rates of vehicle collisions at any given time, as determined in accordance with data collected by the department.

Subject: Planning

SB 947 **(Seyarto, R) Department of Transportation: state highway projects: agreements with public entities: project design changes.**

Introduced: 01/18/2024

Status: 02/14/2024 - Referred to Com. on TRANS.

Location: 02/14/2024 - Senate Transportation

Summary: Would require the Department of Transportation, in an agreement with a city, county, or other public entity for the contribution of funds for the acquisition, construction, or improvement of any portion of state highway, to include a provision that makes the department responsible for any additional costs associated with a new project design adopted by the department after the project is included in the state transportation improvement program or the state highway operation and protection program, as specified. The bill would also make this provision applicable to agreements in effect as of January 1, 2025.

Subject: Public Works

SB 955 **(Seyarto, R) Office of Planning and Research: Infrastructure Gap-Fund Program.**

Introduced: 01/22/2024

Status: 02/21/2024 - Referred to Com. on L. GOV.

Hearing: 03/20/2024

Location: 02/21/2024 - Senate Local Government

Summary: Current law authorizes a local agency to finance infrastructure projects through various means, including by establishing an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the Office of Planning and Research, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to assist local agencies in developing and constructing infrastructure projects. The bill would require the office to develop guidelines and criteria to implement the program.

Subject: Funding

SB 960 **(Wiener, D) Transportation: planning: transit priority projects: multimodal.**

Introduced: 01/23/2024

Status: 02/28/2024 - Set for hearing April 9.

Hearing: 04/09/2024

Location: 02/14/2024 - Senate Transportation

Summary: Would require all transportation projects funded or overseen by the Department of Transportation to provide comfortable, convenient, and connected complete streets facilities unless an exemption is documented and approved, as specified.

Subject: Planning

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

Introduced: 01/23/2024

Status: 02/28/2024 - Set for hearing April 9.

Hearing: 04/09/2024

Location: 02/14/2024 - Senate Transportation

Summary: The Department of the California Highway Patrol regulates the safe operation of specified vehicles, including motortrucks of 3 or more axles that are more than 10,000 pounds, truck tractors, trailers, semitrailers, and buses. Current federal law regulates required safety equipment on vehicles, including rear impact guards on certain large trucks to prevent rear underrides in collisions with passenger vehicles. This bill would require certain trucks and trailers to also be equipped with side guards, as specified.

Subject: Safety and Security

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

Introduced: 01/29/2024

Status: 02/28/2024 - Set for hearing March 12.

Hearing: 03/12/2024

Location: 02/14/2024 - Senate Governmental Organization

Summary: The California Constitution requires the Governor to submit a budget for the ensuing fiscal year to the Legislature within the first 10 days of each regular session. Current law requires that budget to contain a complete plan and itemized statement of all proposed expenditures of the state provided by existing law or recommended by the Governor, and of all estimated revenues, as specified. Current law requires the budget to be prepared in a specified manner. This bill would require the budget to be made available, on or before January 1, 2026, on the Department of Finance internet website in a machine readable format.

Subject: Records

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

Introduced: 01/29/2024

Last Amended: 02/29/2024

Status: 02/29/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E., U. & C.

Hearing: 03/19/2024

Location: 02/21/2024 - Senate Energy, Utilities and Communications

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 986 **(Seyarto, R) Ballot label: bond measure fiscal impact.**

Introduced: 01/30/2024

Status: 02/14/2024 - Referred to Com. on E. & C.A.

Location: 02/14/2024 - Senate Elections and Constitutional Amendments

Summary: Current law prescribes the form and content of the ballot label for candidates and measures on the ballot, and requires the ballot label for statewide measures to include a condensed version of the title and summary, including the fiscal impact summary. Current law requires local governments, when submitting a measure for voter approval for the issuance of bonds that will be secured by an ad valorem tax, to provide voters a statement that includes estimates of the total debt service and tax rates required to fund the bonds, as specified. This bill would require, for state bond measures and for local measures to approve the issuance of bonds that will be secured by an ad valorem tax, the ballot label to include a summary of the measure's fiscal impact in a specified form.

Subject: Funding

SB 1011 **(Jones, R) Encampments: penalties.**

Introduced: 02/05/2024

Status: 02/23/2024 - Set for hearing April 16.

Hearing: 04/16/2024

Location: 02/14/2024 - Senate Public Safety

Summary: Under current law, a public nuisance is a nuisance that affects the entire community, neighborhood, or a considerable number of persons. Current law provides various remedies against a public nuisance, including abatement by any public body or officer authorized by law. This bill would prohibit a person from sitting, lying, sleeping, or storing, using, maintaining, or placing personal property upon a street or sidewalk if a homeless shelter, as defined, is available to the person. The bill would also prohibit sitting, lying, sleeping, or storing, using, maintaining, or placing personal property within 500 feet of a public or private school, open space, or major transit stop, as specified. The bill would specify that a violation of this prohibition is a public nuisance that can be abated and prevented, as specified. The bill would also provide that a violation of the prohibition may be charged as a misdemeanor or an infraction, at the discretion of the prosecutor. The bill would prohibit a person from being found in violation of the bill's provisions unless provided notice, at least 72 hours before commencement of any enforcement action, as specified.

Subject: Transit

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

Introduced: 02/06/2024

Status: 02/14/2024 - Referred to Com. on JUD.

Location: 02/14/2024 - Senate Judiciary

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, appropriately examine, and copy records during a state of emergency proclaimed by the Governor when the state of emergency has affected the agency's ability to timely respond to requests due to decreased staffing or closure of the agency's facilities.

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

Status: 02/28/2024 - Set for hearing April 9.

Hearing: 04/09/2024

Location: 02/21/2024 - Senate Transportation

Summary: This bill would authorize the Tri-Valley-San Joaquin Valley Regional Rail Authority to use the Construction Manager/General Contractor project delivery method, as defined. 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, and would require the Department of Transportation to inspect the work conducted on the state highway system or rights of way.

Subject: Public Works

SB 1071 **(Dodd, D) Contractors: workers' compensation insurance reports.**

Introduced: 02/12/2024

Status: 02/21/2024 - Referred to Com. on B., P. & E. D.

Location: 02/21/2024 - Senate Business, Professions and Economic Development

Summary: Current law, with certain exceptions, requires a licensed contractor, or applicant for licensure, to have on file at all times with the Contractors' State License Board a current and valid Certificate of Workers' Compensation Insurance or Certification of Self-Insurance, as specified. Among the exceptions to this requirement, current law excludes an applicant or licensee that is organized as a joint venture and has no employees, as specified. This bill would, commencing January 1, 2026, add an additional exception for applicants and licensees that have no employees, if the applicant or licensee provides both an affidavit to the board affirming they have no employees and adequate proof, as provided for by the board, demonstrating they are operating without employees. By expanding the crime of perjury, this bill would impose a state-mandated local program.

Subject: Employment

SB 1086 **(Seyarto, R) Sales and Use Tax Law: motor vehicle fuel tax: sales price: gross receipts.**

Introduced: 02/12/2024

Status: 02/21/2024 - Referred to Com. on REV. & TAX.

Location: 02/21/2024 - Senate Revenue and Taxation

Summary: The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current sales and use tax laws provide a partial exemption from the taxes imposed by those laws for motor vehicle fuel that is subject to the taxes imposed by the Motor Vehicle Fuel Tax Law. This bill, beginning January 1, 2025, would exclude from the terms "gross receipts" and "sales price" under the Sales and Use Tax Law the amount of any motor vehicle fuel tax imposed pursuant to the Motor Vehicle Fuel Tax Law.

Subject: Funding

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

Introduced: 02/13/2024

Status: 02/21/2024 - Referred to Com. on TRANS.

Hearing: 04/09/2024

Location: 02/21/2024 - Senate Transportation

Summary: Would require the Secretary of Transportation to provide strategic guidance, recommendations, and facilitate all necessary coordination, collaboration, and intervention when necessary between stakeholders, to ensure the performance of the LOSSAN Rail Corridor, as specified. This bill would also require the Secretary of Transportation, in consultation with the Director of Transportation, to submit a report to the Legislature on or before January 1, 2026, regarding the LOSSAN Rail Corridor that includes specified information, including certain recommendations made by the department and the California Transportation Commission, in consultation with the Secretary for Environmental Protection. The bill would also require the Secretary of Transportation to submit a report to the Legislature on or before January 1, 2027, and biennially thereafter, on the management of the LOSSAN Rail Corridor, as provided.

Subject: Transit

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

Introduced: 02/13/2024

Status: 02/21/2024 - Referred to Com. on RLS.

Location: 02/13/2024 - Senate Rules

Summary: Current law prescribes requirements for the disposal of surplus land by a local agency. Current law requires a local agency to take formal action in a regular public meeting to declare that land is surplus and is not necessary for the agency's use and to declare land as either surplus land or exempt surplus land, as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency's policies or procedures. Different requirements apply to disposal, depending on the declaration as "surplus land" or "exempt surplus land" as current law defines those terms. Current law, except as specified, requires any local agency disposing of surplus land to send, before disposing of that property or participating in negotiations to dispose of that property with a prospective transferee, a written notice of availability of the property to entities specific to the purpose of the availability. This bill would correct a cross-reference in that notice provision and make other nonsubstantive changes.

Subject: Surplus Land

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

Introduced: 02/13/2024

Status: 03/05/2024 - Set for hearing March 20.

Hearing: 03/20/2024

Location: 02/21/2024 - Senate Environmental Quality

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

Status: 02/21/2024 - Referred to Coms. on L. GOV. and E.Q.

Hearing: 03/20/2024

Location: 02/21/2024 - Senate Local Government

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. Current law requires an enhanced infrastructure financing district to only finance public capital facilities and other projects that provide significant benefits to the district, including projects that enable communities to adapt to the impacts of climate change. Current law requires the legislative body to direct the city official or county official, as applicable, selected by the legislative body, to mail a copy of the resolution to each affected taxing entity. This bill would authorize the city official or county official, as applicable, to, instead, electronically submit a copy of the resolution to each affected taxing entity.

Subject: Planning

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

Introduced: 02/14/2024

Status: 03/05/2024 - Set for hearing March 20.

Hearing: 03/20/2024

Location: 02/21/2024 - Senate Environmental Quality

Summary: Current law establishes the Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program), which is administered by the State Air Resources Board, to provide grants to offset the incremental cost of eligible projects that reduce emissions of air pollutants from sources in the state and for funding a fueling infrastructure demonstration program and technology development efforts. Current law requires that funds be allocated under the program to local air districts for liquidation in accordance with grant criteria and guidelines adopted by the state 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. Existing 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, existing 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. This bill contains other related provisions and other existing laws.

Subject: Funding

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

Introduced: 02/14/2024

Status: 02/21/2024 - Referred to Coms. on E.Q. and N.R. & W.

Location: 02/21/2024 - Senate Environmental Quality

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 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. This bill would require the secretary to consider including roadside projects undertaken solely for the purpose of wildfire risk reduction in the classes of projects subject to a categorical exemption if specified requirements are met.

Subject: Environment

SB 1162 **(Cortese, D) Public contracts: skilled and trained workforce requirement.**

Introduced: 02/14/2024

Status: 02/21/2024 - Referred to Com. on L., P.E. & R.

Location: 02/21/2024 - Senate L., P.E. & R.

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 also authorizes a public entity to require that a bidder, contractor, or other entity use a skilled and trained workforce, regardless of whether they are required to do so by a statute or regulation. Current law requires a public entity to include a notice in all bid documents and construction contracts when the use of a skilled and trained workforce is required. Current law specifies that the failure of a public entity to include that notice does not excuse a public entity from the requirement to obtain an enforceable commitment that a bidder, contractor, or other entity will use a skilled and trained workforce or, if the requirement is imposed by a statute or regulation, the bidder, contractor, or other entity from that obligation to use a skilled or trained workforce. This bill would specify that the above described provisions apply to a commitment from or obligation on a bidder, contractor, subcontractor, or other entity.

Subject: Employment

SB 1173 **(Seyarto, R) Transportation funds: De Luz Community Services District.**

Introduced: 02/14/2024

Status: 02/21/2024 - Referred to Com. on TRANS.

Location: 02/21/2024 - Senate Transportation

Summary: Would require the County of Riverside to report the mileage of the highways maintained by the De Luz Community Services District to the Department of Transportation as maintained county highways. The bill would require the Controller to deem those highways reported by a county, and certified by the department, to be maintained county highways for purposes of apportioning funds from the Highway Users Tax Account and the Road Maintenance and Rehabilitation Account. The bill would authorize the county to allocate funds to the district to maintain county highways in the district. This bill contains other related provisions and other existing laws.

Subject: Funding

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

Introduced: 02/15/2024

Status: 02/29/2024 - Referred to Com. on L., P.E. & R.

Location: 02/29/2024 - Senate L., P.E. & R.

Summary: Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee, as defined, for injuries sustained in the course of employment. Existing law requires employers to secure the payment of workers' compensation, including wage replacement and medical treatment, for injuries incurred by their employees that arise out of, or in the course of, employment. This bill would make an employee who is working entitled to receive all reasonable expenses of transportation, meals, and lodging incident to receiving treatment, in addition to one day of temporary disability indemnity, or a percentage of one day of temporary disability indemnity representative of the percentage of the wages lost receiving treatment.

Subject: Employment

SB 1206 **(Becker, D) GO-Biz: next generation batteries.**

Introduced: 02/15/2024

Status: 02/29/2024 - Referred to Coms. on B., P. & E. D. and E., U. & C.

Location: 02/29/2024 - Senate Business, Professions and Economic Development

Summary: This bill would, until January 1, 2030, authorize GO-Biz to undertake measures that are necessary or useful to prepare and submit an application to receive funding from next-generation battery hub programs, as defined. The bill would require that grants made from any funding received from next generation battery hub programs under its provisions support projects in California that advance progress toward resource adequacy goals and the targets of the scoping plan and the California Renewables Portfolio Standard Program. The bill would also require that grants made from any funding received from next-generation battery hub programs under its provisions prioritize projects that meet any of the specified conditions, including that the project help reduce costs and increase access to batteries. Prior to the submission of any applications to receive funding from next-generation battery hub programs, the bill would require a partnership entered into pursuant to the above-described provisions to adopt a community benefits plan that includes specified elements. The bill would require GO-Biz to submit a report to the relevant budget and policy committees of the Legislature on or before March 1, 2030, and annually thereafter, regarding the status of any partnership entered into pursuant to the above-described provisions.

Subject: Zero Emission

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

Introduced: 02/15/2024

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

Location: 02/29/2024 - Senate Transportation

Summary: Would prohibit, on and after January 1, 2025, an agency responsible for the development or operation of bikeways or highways where bicycle travel is permitted from installing a Class III bikeway or restriping a Class III bikeway on a highway that has a posted speed limit greater than 30 miles per hour.

Subject: Active Transportation

SB 1234 **(Allen, D) Coastal resources: local land use plan: zoning ordinances and district maps: modifications: ministerial approval.**

Introduced: 02/15/2024

Status: 03/01/2024 - Set for hearing April 9.

Hearing: 04/09/2024

Location: 02/29/2024 - Senate Natural Resources and Water

Summary: The California Coastal Act of 1976 requires a land use plan of a proposed local coastal program to be submitted to the California Coastal Commission for certification. The act authorizes the commission to suggest modifications, which, if adopted and transmitted to the commission by the local government, shall cause the land use plan to be deemed certified upon confirmation of the executive director of the commission. The act requires a local government to submit to the commission the zoning ordinances, zoning district maps and, where necessary, other implementing actions that are required under the act. The act authorizes the commission to suggest modifications in the rejected zoning ordinances, zoning district maps, or other implementing actions, which, if adopted by the local government and transmitted to the commission, shall be deemed approved upon confirmation by the executive director of the commission. This bill would authorize local governments to adopt those suggested modifications from the commission through ministerial approval by its planning director or equivalent position.

Subject: Planning

SB 1239 **(Grove, R) California Environmental Quality Act: exemption: railroad grade crossing closure.**

Introduced: 02/15/2024

Status: 02/29/2024 - Referred to Coms. on E.Q. and TRANS.

Location: 02/29/2024 - Senate Environmental Quality

Summary: Current law, until January 1, 2025, exempts from the California Environmental Quality Act (CEQA) the closure of a railroad grade crossing by order of the Public Utilities Commission if the commission finds the crossing to present a threat to public safety. Current law makes this exemption inapplicable to any crossing for high-speed rail or any crossing for a project carried out by the High-Speed Rail Authority. Current law requires the lead agency to file the notice of exemption with specified public entities. This bill would delete the January 1, 2025, sunset date, thereby applying these provisions permanently. Because the bill would impose additional duties on lead agencies with regards to the filing of the notice of exemption, this bill would impose a state-mandated local program.

Subject: Planning

SB 1259 **(Niello, R) California Environmental Quality Act: judicial review.**

Introduced: 02/15/2024

Status: 02/29/2024 - Referred to Coms. on E.Q. and JUD.

Location: 02/29/2024 - Senate Environmental Quality

Summary: Would authorize a defendant, in an action brought under the California Environmental Quality Act (CEQA), to file a motion requesting the plaintiff or petitioner to identify every person or entity that contributes in excess of \$10,000, as specified, toward the plaintiff's or petitioner's costs of the action. The bill would authorize the motion to be heard on shortened time at the court's discretion. The bill would authorize a plaintiff or petitioner to request the court's permission to withhold the public disclosure of a person or entity who made a monetary contribution. The bill also would require the plaintiff or petitioner to use reasonable efforts to identify the actual persons or entities that are the true source of the contributions, to include the exact total amount contributed, and to identify any pecuniary or business interest related to the project of any person or entity that contributes in excess of \$10,000 to the costs of the action, as specified. The bill would, except as provided, prohibit those disclosures from being admissible into evidence for any purpose. The bill would provide that a failure to comply with these requirements may be grounds for dismissal of the action by the court.

Subject: Records

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

Introduced: 02/15/2024

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

Location: 02/29/2024 - Senate Transportation

Summary: 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, if an electric bicycle is capable of operating in multiple modes, require a manufacturer and distributor to include on the label the classification number of all classes of which it is capable of operating. The bill would prohibit specified vehicles from being advertised, sold, offered for sale, or labeled as electric bicycles, as specified. Because the bill would impose new requirements for electric bicycles, the violation of which would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

Subject: Active Transportation

SB 1297 (Allen, D) Speed safety system pilot program.

Introduced: 02/15/2024

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

Location: 02/29/2024 - Senate Transportation

Summary: Current law authorizes, until January 1, 2032, specified cities and the City and County of San Francisco to establish a local speed safety system pilot program, operated in certain types of streets and school zones, to detect speed violations by using an electronic speed safety system, as defined. Pursuant to the pilot program, a designated jurisdiction participating within the pilot program with a population of less than 300,000, as determined by the United States Census Bureau in the 2020 Census, is authorized to operate no more than 9 speed safety systems. This bill would instead authorize a designated jurisdiction participating within the pilot program with a population of less than 300,000, as determined, to operate no more than 12 speed safety systems.

Subject: Planning

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

Introduced: 02/16/2024

Status: 02/29/2024 - Referred to Coms. on G.O. and L. GOV.

Location: 02/29/2024 - Senate Governmental Organization

Summary: Would authorize a state or local agency to award contracts through a best value procurement method, as describe, for the purchase of equipment with a base value of \$250,000 or more. The bill would require the agency 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 agency to use a scoring method based on price and the factors described in the solicitation document, as specified. The bill would require the agency to let any contract for these projects to the selected bidder that represents the best value or reject all bids.

Subject: Public Works

SB 1345 (Smallwood-Cuevas, D) Employment discrimination: criminal history information.

Introduced: 02/16/2024

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

Location: 02/29/2024 - Senate Judiciary

Summary: Would make it an unlawful employment practice for an employer to take an adverse action against an applicant based solely or in part on criminal history information, unless the employer can demonstrate that the applicant's criminal history has a direct and adverse relationship with one or more specific duties of the job and the employer's business necessity requires the adverse action. The bill would also make it an unlawful employment practice for an employer to require, as a condition of employment, that an applicant waive the applicant's right to privacy in criminal history information or otherwise provide an authorization for the employer to obtain the applicant's criminal history information under specified law, unless the employer can demonstrate a business necessity.

Subject: Employment

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

Introduced: 02/16/2024

Status: 02/29/2024 - Referred to Com. on L., P.E. & R.

Location: 02/29/2024 - Senate L., P.E. & R.

Summary: This bill would create the Equity, Climate Resilience, and Quality Jobs Fund in the State Treasury and would require, to the extent permissible under federal law, 2% of all qualified moneys received from the federal government pursuant to any federal jobs act to be transferred into the fund. The bill would make moneys in the fund available upon appropriation to the board for specified purposes. This bill would require all state and local agencies administering any moneys received pursuant to any federal jobs act and the board to develop, by January 1, 2026, a memorandum of understanding for the board to provide technical assistance, and to develop poverty-reducing labor standards, for all investments made by those agencies using those moneys. The bill would impose reporting requirements on these agencies and would require the board to develop rules and regulations on the content and manner of reporting for the report. The bill would also require the board to contract with a research institution to receive the reports and perform analyses on equity, climate resilience, and quality jobs outcomes resulting from the investments made by the reporting entities using moneys received pursuant to any federal jobs act. By imposing new duties on local agencies that receive federal moneys, the bill would impose a state-mandated local program.

Subject: Funding

SB 1393 **(Niello, R) Advanced Clean Fleets Regulation Appeals Advisory Committee.**

Introduced: 02/16/2024

Status: 02/29/2024 - Referred to Coms. on E.Q. and TRANS.

Location: 02/29/2024 - Senate Environmental Quality

Summary: The State Air Resources Board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. This bill would require the state board to establish the Advanced Clean Fleets Regulation Appeals Advisory Committee by an unspecified date for purposes of reviewing appeals of denied requests for exemptions from the requirements of the Advanced Clean Fleets Regulation. The bill would require the committee to include representatives of specified state agencies, other state and local government representatives, and representatives of private fleet owners, the electric vehicle manufacturing industry, and electrical corporations, as provided. The bill would require the committee to meet monthly and would require recordings of its meetings to be made publicly available on the state board's internet website. The bill would require the committee to consider, and make a recommendation on, an appeal of an exemption request denial no later than 60 days after the appeal is made. The bill would require specified information relating to the committee's consideration of an appeal to be made publicly available on the state board's internet website.

Subject: Miscellaneous

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

Introduced: 02/16/2024

Status: 02/29/2024 - Referred to Coms. on G.O. and N.R. & W.

Location: 02/29/2024 - Senate Governmental Organization

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.

Subject: Environment

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

Introduced: 02/16/2024

Status: 02/29/2024 - Referred to Com. on E. & C.A.

Location: 02/29/2024 - Senate Elections and Constitutional Amendments

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 transfer the responsibility for conducting audits and field investigations of lobbying reports to the Fair Political Practices Commission. The bill would require the Secretary of State to charge an additional fee established by the commission to lobbying firms and lobbyist employers 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. The bill would exclude lobbying firms and lobbyist employers with less than one dollar in payments or contributions from being selected for audit.

Subject: Public Works

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

Introduced: 02/16/2024

Status: 03/01/2024 - Set for hearing April 9.

Hearing: 04/09/2024

Location: 02/29/2024 - Senate 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: administrative approval: checklist.**

Introduced: 02/16/2024

Status: 02/29/2024 - Referred to Coms. on L. GOV. and TRANS.

Hearing: 03/20/2024

Location: 02/29/2024 - Senate Local Government

Summary: Current 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 and requires the review of an application to install an electric vehicle charging station or a hydrogen-fueling 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 prohibits a city, county, or city and county from denying an application for a use permit to install an electric vehicle charging station or a hydrogen-fueling station unless it makes written findings that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. This bill would extend the operation of these provisions as they pertain to hydrogen-fueling stations to January 1, 2035.

Subject: Zero Emission

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

Introduced: 02/16/2024

Status: 02/29/2024 - Referred to Coms. on E.Q. and E., U. & C.

Location: 02/29/2024 - Senate Environmental Quality

Summary: Would require the State Air Resources Board to adopt regulations requiring that no less than 33.3% of the retail hydrogen produced for, or dispensed by, fueling stations that receive state funds is made from renewable hydrogen, as provided. The bill would also require that no less than 60% of the retail hydrogen produced or dispensed in California for use in transportation is made from renewable hydrogen by December 31, 2030, and that the remainder of the retail hydrogen produced or dispensed in California for use in transportation is made from a mix of renewable hydrogen and clean hydrogen by December 31, 2045.

Subject: Zero Emission

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

Introduced: 02/16/2024

Status: 03/05/2024 - Set for hearing April 1.

Hearing: 04/01/2024

Location: 02/29/2024 - Senate Human Services

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 cochair 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

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

Location: 02/29/2024 - Senate Transportation

Summary: The Outdoor Advertising Act provides for the regulation by the Department of Transportation of advertising displays 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. One of those conditions for exemption requires the advertising display to be located on the premises of the arena or to have been authorized as of January 1, 2021, by, or in accordance with, a local ordinance, as specified. This bill would change this condition for the exemption from the act to require that an advertising display, as described above, be authorized as of January 1, 2030, would limit the exemption to arenas constructed or under construction on or before January 1, 2025, and would authorize the display be by, or in accordance, with a discretionary approval other than a local ordinance. The bill would require, for the exemption, an advertising display on which construction commences on or after January 1, 2025, and that is located more than one mile from the premises of an arena, to be located at least 5,000 feet from any advertising display for a different arena authorized pursuant to these provisions, except in the City of Inglewood.

Subject: Public Works

SB 1494 **(Glazer, D) Local agencies: Sales and Use Tax: retailers.**

Introduced: 02/16/2024

Status: 02/29/2024 - Referred to Coms. on L. GOV. and REV. & TAX.

Location: 02/29/2024 - Senate Local Government

Summary: This bill would prohibit, on or after January 1, 2024, a local agency from entering into, renewing, or extending 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 retailer, in exchange for the retailer locating or continuing to maintain a place of business that serves as the place of sale within the territorial jurisdiction of the local agency if that place of business would generate revenue, from the sale of tangible property delivered to and received by the purchaser in the territorial jurisdiction of another local agency, for the local agency under the Bradley-Burns Uniform Local Sales and Use Tax Law. The bill would make those forms of agreements existing before January 1, 2024, void and unenforceable on January 1, 2030. The bill would require a local agency to post those forms of agreements existing before January 1, 2024, on the local agency's internet website until the form of agreement expires or is made void and unenforceable by these provisions. The bill would make related findings and declarations.

Subject: Funding

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



March 21, 2024

To: Legislative and Communications Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Federal Legislative Status Report

Overview

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. An update is provided on the funding deal reached as it pertains to programs included in the Transportation, Housing, and Urban Development appropriations bill. Information is provided on the United States Environmental Protection Agency's proposed disapproval of the South Coast Air Quality Management District contingency measure state implementation plan. A House Transportation and Infrastructure Subcommittee hearing related to the implementation of Buy America is summarized.

Recommendation

Receive and file as an information item.

Discussion

Overview of HR 4366, the Consolidated Appropriations Act of 2024

On March 8, 2024, the President signed HR 4366 (Carter, R-TX), the Consolidated Appropriations Act of 2024. This appropriations bill, known as a minibus, only includes funding for federal agencies and programs covered by the Transportation Housing and Urban Development (THUD), Agriculture, Energy-Water, and Military Construction. As of writing this staff report, negotiations remain ongoing for the remaining six appropriations bills, preventing Congress from signing a full appropriations bill. However, the signing of this bill avoided the need for another continuing resolution to maintain government operations for these federal agencies and funding programs. The bill passed with the Senate voting 75-22 with the House of Representatives (House) voting 339-85.

Since October 2023, Congress had passed several continuing resolutions to maintain government operations funding, the last of which was to expire on March 8, 2024, for federal agencies and programs covered by THUD, Agriculture, Energy-Water, and Military Construction, with the other appropriations bills set to expire on March 22, 2024. It is important to also remember that the Debt Limit Agreement struck last year that suspended the debt limit through January 1, 2025, establishing budgetary caps and accountability measures for future spending. Specifically, since Congress was not able to agree on any of the annual fiscal year (FY) 2024 appropriations bills this year, and every agency was still operating on stopgap “continuing resolutions” as of January 1, 2024, the spending cap for 2024 was reduced to 99 percent of its 2023 level per the Debt Ceiling Agreement. Further provisions stipulate that if any of the 12 appropriations bills are still not enacted by April 30, 2024, then whatever continuing resolution that is in effect at that time will be subject to further reductions across the board of one percent. Since Congress was able to approve an agreement on these six appropriations bills, including THUD, these cuts will not be realized. However, as of writing this staff report, the other remaining appropriations bills still operating under a continuing resolution would be at risk.

For transportation purposes, the bill funds the majority of federal transportation programs at the Infrastructure Investment and Jobs Act (IIJA) authorized levels. At a high level, this year’s FY 2024 THUD appropriations bill included a \$103 billion budget for the United States Department of Transportation (USDOT), which is \$1.3 billion more than the Senate proposal, \$9.7 billion more than the House proposal, and \$2.0 billion more than what was included in the FY 2023 appropriations bill. Specifically, this includes \$3 billion for Federal Rail Administration programs, \$16.6 billion for Federal Transit Administration programs, and \$63 billion for Federal Highway Administration (FHWA) programs. A listing of significant transportation funding programs, the authorized level, and how much each program received both in advanced and current year appropriations is included as Attachment A. It is worth noting, the THUD appropriations bill, together with the IIJA advance appropriations, provides \$3.8 billion for Capital Investment Grants (CIG), which is \$430 million less than the FY 2023 enacted level. This total CIG funding represents 83 percent of the amount authorized in the IIJA. Additionally, the Rebuilding American Infrastructure with Sustainability and Equity discretionary grant program was only funded at \$345 million, which is less than half of the authorization levels included in the IIJA.

The appropriations bills often include some policy provisions to guide the implementation of this funding. One provision included in this bill prohibits transportation funds from being used to enforce coronavirus mask mandates.

Several policy provisions that were included in the House's originally proposed appropriations package were not included, such as prohibiting funds to go toward the California High-Speed Rail Authority or preventing funds to be used on implementing the FHWA greenhouse gas measurement rule. It also does not include a provision that was proposed in the Senate's version that would have expanded public transit agencies' authority to acquire land prior to competition of National Environmental Policy Act review.

Notable in the FY 2024 appropriations package was the continued inclusion of earmarks – known in the appropriations package as “Community Project Funding” or “Congressionally Directed Spending.” This year, the Orange County Transportation Authority (OCTA) received the following:

- \$4 million for the State Route 91 Improvement Project – submitted by Representative Young Kim (R-Fullerton). The Project will add a new eastbound general purpose lane and reconstruct Kraemer Boulevard and Tustin Avenue overcrossings to include standard lanes, shoulders, and sidewalks in each direction. In the FY 2023 appropriations process, Representative Young Kim also secured a \$5 million Community Project Funding (CPF) for Segment 1 of State Route 91 Improvement Project for OCTA.
- \$4 million for the Coastal Rail Corridor Relocation Study – submitted by Representative Mike Levin (D-Dana Point). This amount has increased from the originally proposed \$3.5 million. This study will examine long-term solutions to address slope failure and beach erosion in south Orange County, including potential relocation of the railroad.
- \$3 million for OC Loop, Segments A and B – submitted by Representative Young Kim (R-Fullerton). The OC Loop includes 66 miles of seamless connections that provide the community opportunities to bike, walk, and connect to some of California's most scenic beaches and inland reaches. This funding would be used to close gaps on the trail that cut off continuous use and enhance existing segments, specifically Segment A in the City of La Habra and Segment B in the City of Brea. In the FY 2023 appropriations process, Representative Young Kim also secured \$3 million in CPF for the OC Loop program.

Environmental Protection Agency's Proposed Disapproval of South Coast Air Quality Management District Final Contingency Measure State Implementation Plan

The Clean Air Act established a framework for how federal, state, and local governments should work together to improve air quality. The United States Environmental Protection Agency (EPA) sets air quality standards that must be attained or could result in federal sanctions. Emissions from sources like

refineries and manufacturing are regulated by the South Coast Air Quality Management District (AQMD) while the California Air Resources Board (CARB) regulates mobile sources in California, such as cars and trucks. The federal government regulates other emission sources like aircraft, ships, and locomotives.

Even with stringent regulations implemented by AQMD and CARB, the South Coast Air Basin has been unable to demonstrate the ability to meet the current air quality standards by EPA. Because of this, in 2019, AQMD and CARB submitted a Contingency Measure Plan indicating that more must be done related to federally regulated sources to ultimately meet these goals. On February 2, 2024, EPA published its proposal to disapprove the Contingency Measure Plan as provided. If the disapproval were to be finalized, several sanctions would take place. First, 18 months after this action, permit emission reduction offsets would increase. Second, 24 months after this action, there would be a prohibition on federal highway funding for the region. Exceptions would be provided for projects related to safety or transit. And lastly, 24 months after this action, a Federal Implementation Plan (FIP) would be imposed. A FIP is an air quality plan developed by EPA when states cannot meet the requirements imposed by the Clean Air Act.

The initial comment period was originally posted to close on March 4, 2024. With its regional partners and spearheaded by the Southern California Association of Governments (SCAG), OCTA joined a joint request to extend the comment period for 30 days to provide additional time for evaluation of the impacts. This letter is contained in Attachment B. Because of this effort, the opportunity to comment on this proposal will now conclude on April 3, 2024. OCTA, with its partners, has been closely monitoring this issue and is currently evaluating the potential impacts on OCTA's planned projects. It is difficult to make accurate assessments of which projects could experience impacts due to several uncertainties such as a complicated exemption criterion, the delayed nature of the implementation of the highway funding sanctions, and the unknown duration of these sanctions. However, finalizing this proposed disapproval will jeopardize funding for the region, which could delay critical projects related to rehabilitation and other roadway improvements. The trickle-down impact of these highway sanctions would also impact the economy and availability of high-quality construction jobs throughout Southern California. OCTA is working with its public and private partners, including AQMD, SCAG and Mobility 21, to help inform discussions with EPA to develop a path forward that will lead to timely attainment of the air quality standards, clean air that the area residents deserve, and avoidance of the serious consequences in the South Coast region.

Summary of House Transportation and Infrastructure Subcommittee on Highways and Transit Hearing on Buy America

On February 15, 2024, the House Transportation & Infrastructure Subcommittee on Highways and Transit held a hearing entitled “*Implementation of Buy America Provisions: Stakeholder Perspectives*.” The hearing explored the challenges and opportunities of implementing Buy America provisions.

Subcommittee Chairman Crawford (R-AR) opened the subcommittee’s hearing on the implementation of Buy America provisions by sharing the history of Buy America, and its changing requirements and provisions over many years. In 2021, the Buy America framework became more complex with the passage of the IIJA, which included the Build America, Buy America Act (BABA). BABA expanded domestic procurement requirements to cover all infrastructure projects receiving federal funding, regardless of whether they were funded through the IIJA or not. Under the Buy America provisions, waivers are granted in certain circumstances where strict adherence to domestic content requirements may be impractical or contrary to public interest. However, the waiver process can be complex and time-consuming.

Chairman Crawford highlighted confusion over Buy America requirements and the waiver process within Buy America. Crawford shared the example that despite direct legislative language, the Administration took 15 months to publish final guidance on Buy America implementation and compliance. At the same time, USDOT was advancing its own waiver and exemption process guidance for grantees and funding applicants, which included the issuance of a waiver for all Buy America requirements for construction materials for awards obligated over a 180-day period. Chairman Crawford shared that this contradictory guidance on Buy America waivers has and continues to cause project delays and has led to cost increases.

Witness Megan Salrin, Legislative Representative for the United Steelworkers (USW), emphasized the value of product-specific waivers, which allow for a more targeted approach to identify gaps in domestic production. Representative Mann (R-KS) inquired about recommendations to improve the waiver issues. Witness Carlos Bracerias, on behalf of the American Association of State and Highway Transportation Officials, noted that obtaining a waiver should not be simple; however, it was highlighted that clear guidance on documentation and reduced wait times for obtaining waivers are important in making the waiver process more seamless. The hearing concluded with discussions on improving the implementation of Buy America provisions, including recommendations such as better understanding of the supply chain, market research, addressing project challenges, and sustaining funding for infrastructure projects. The witnesses emphasized the need for open communication between stakeholders and a long-term commitment to the principles of Buy America.

Summary

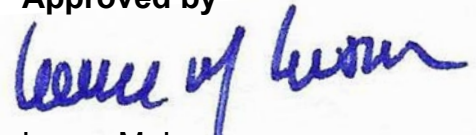
Information is provided on the fiscal year 2024 consolidated appropriations bill. A summary is given of the United States Environmental Protection Agency's recent action to disapprove an air quality plan. A summary is provided for a hearing that discussed implementing provisions under the Buy America Act.

Attachments

- A. Fiscal Year 2024 Funding Breakdown
- B. Letter from Kome Ajise, Executive Director, Southern California Association of Governments, and others, to Ginger Vagenas, U.S. Environmental Protection Agency, Region IX, re: Docket ID No. EPA—R09—OAR—2023—0626 Joint Request for a 30-Day Extension of Comment Deadline on EPA Proposed Action to Disapprove South Coast Air Quality Management District Final Contingency Measure State Implementation Plan for the 1997 8-Hour Ozone Standard in the South Coast Air Basin (89 Fed. Reg. 7320), dated February 26, 2024.
- C. Potomac Partners DC, Monthly Legislative Report – January
- D. Potomac Partners DC, Monthly Legislative Report – February

Prepared by:

Clara Brotcke
Associate Government Relations Representative,
Government Relations
(714) 560-5329

Approved by

Lance M. Larson
Executive Director,
Government Relations
(714) 560-5908

Fiscal Year 2024 Funding Breakdown

Agency	Program	Authorized Level	Enacted	IJA Supplemental	TOTAL
FHWA	Surface Transportation Block Grant Program (including Transportation Alternatives Program)	\$14.4 billion	\$14.4 billion		\$14.4 billion
FHWA	Congestion Mitigation and Air Quality Improvement Program	\$2.638 billion	\$2.638 billion		\$2.638 billion
FHWA	Infrastructure for Rebuilding America Grants	\$1.64 billion	\$1.64 billion	\$640 million	\$2.28 billion
FHWA	Bridge – Formula	\$ 5.5 billion		\$5.5 billion	\$5.5 billion
FHWA	Bridge – Competitive	\$2.5 billion	\$50 million	\$1.85 billion	\$1.9 billion
FHWA	Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) - Formula	\$1.45 billion	\$1.45 billion		\$1.45 billion
FHWA	PROTECT – Competitive	\$300 million	\$300 million	\$250 million	\$550 million
FHWA	Carbon Reduction Program	\$1.28 billion	\$1.26 billion		\$1.26 billion
FHWA	Railway-Highway Crossings	\$245 million	\$245 million		\$245 million
FRA	Amtrak Grants – National Network	\$2.45 billion	\$1.28 billion	\$3.2 billion	\$4.48 billion
FRA	Consolidated Rail Infrastructure and Safety Improvements Program	\$1 billion	\$198 million	\$1 billion	\$1.198 billion
FRA	Federal-State Partnership for Intercity Passenger Rail	\$1.5 billion	\$75 million	\$7.2 billion	\$7.275 billion
FTA	Urbanized Area Formula Program Grants [\$5307]	\$6.7 billion	\$6.7 billion		\$6.7 billion
FTA	Capital Investment Grants Program [\$5309]	\$3 billion	\$2.2 billion	\$1.6 billion	\$3.8 billion
FTA	Enhanced Mobility of Seniors and Individuals with Disabilities [\$5310]	\$388 million	\$388 million	\$50 million	\$438 million

FTA	State of Good Repair Grants [§5337]	\$3.68 billion	\$3.68 billion	\$950 million	\$4.63 billion
FTA	Buses and Bus Facilities Formula [§5339(a)]	\$632 million	\$632 million		\$616 million
FTA	Buses and Bus Facilities Discretionary [§5339(b)]	\$568 million	\$468 million		\$474 million
FTA	Low or No Emission Vehicle Program [§5339(c)]	\$75 million	\$75 million	\$1.05 billion	\$1.125 billion
FTA	High Density States Program [§5340(d)]	\$364 million	\$364 million		\$355 million
OST	Rebuilding American Infrastructure with Sustainability and Equity – Local and Regional Project Assistance	\$1.5 billion	\$345 million	\$1.5 billion	\$1.845 billion

Agency Acronyms

FHWA – Federal Highway Administration

FRA – Federal Railroad Administration

FTA – Federal Transit Administration

IIJA – Infrastructure Investment and Jobs Act

OST – Office of the Secretary of Transportation



February 26, 2024

VIA ELECTRONIC SUBMISSION

Ms. Ginger Vagenas
U.S. Environmental Protection Agency (EPA), Region IX
75 Hawthorne Street
San Francisco, California 94105
vagenas.ginger@epa.gov
www.regulations.gov

**Subject: Docket ID No. EPA–R09– OAR–2023–0626
Joint Request for a 30-Day Extension of Comment Deadline on EPA Proposed
Action to Disapprove South Coast Air Quality Management District Final
Contingency Measure State Implementation Plan for the 1997 8-Hour Ozone
Standard in the South Coast Air Basin (89 Fed. Reg. 7320)**

Dear Ms. Vagenas:

The Southern California Association of Governments (SCAG), along with the six County Transportation Commissions (CTCs) in our region, including of the Imperial County Transportation Commission (ICTC), Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino County Transportation Authority (SBCTA), and Ventura County Transportation Commission (VCTC), write to request a 30-day extension of the comment deadline on the above-referenced proposal (Docket ID No. EPA–R09– OAR–2023–0626). The proposal was published in the Federal Register (89 Fed. Reg. 7320) on February 2, 2024 with a current comment deadline of March 4, 2024. EPA is taking comments on the proposal and plans to follow with a final action.

SCAG is the nation’s largest metropolitan planning organization and council of governments for the six counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura and 191 cities in the SCAG region, which is home to a population of nearly 19 million people and powering the 16th largest economy in the world. SCAG is responsible for developing long-range, regional transportation plans and short-term, regional transportation improvement programs and providing broad-based representation of Southern California’s cities and counties. The six CTCs in

the SCAG region are responsible for identifying and implementing multi-modal transportation projects in their respective counties within the SCAG region.

If the disapproval is finalized as proposed, it has the potential to set in motion far-reaching consequences on critical aspects of our region's regional transportation planning, programming, project implementation, and the region's economy. The current 31-day comment period is too short to allow for careful analysis and thoughtful comments on the disapproval's implications for the SCAG region and beyond. Therefore, we respectfully request a 30-day extension of the comment deadline to April 3, 2024.

Our agencies fully support and advocate for clean air. This 30-day extension provides us and other stakeholders with a robust and fair opportunity to prepare meaningful comments that could inform EPA's final action or additional pathways besides full disapproval. The significant implications of proposed disapproval warrant fuller consideration and require more time than the currently provided 31 days.

Finally, EPA is bound by a proposed court-ordered deadline to finalize action by July 1, 2024 (89 Fed. Reg. 3396), and that proposed deadline is relevant to EPA's decision of whether to extend the comment deadline for the proposed disapproval. We believe the requested 30-day extension would still allow sufficient time (89 days) for EPA to complete the rulemaking process by July 1, 2024.

We appreciate your consideration of this request and respectfully urge EPA to act quickly to extend the deadline. Please contact Sarah Jepson, Chief Planning Officer, SCAG, at jepson@scag.ca.gov or (213) 236-1955 if you have questions regarding this request.

Sincerely,



Kome Ajise
Executive Director
Southern California Association of
Governments



Martin Erickson
Executive Director
Ventura County Transportation Commission



David Aguirre
Executive Director
Imperial County Transportation Commission



Darrell E. Johnson
Chief Executive Officer
Orange County Transportation Authority



Anne Mayer
Executive Director
Riverside County Transportation Commission



Stephanie Wiggins
Chief Executive Officer
Los Angeles County Metropolitan
Transportation Authority



Ray Wolfe
Executive Director
San Bernardino County Transportation
Authority

CC: Martha Guzman, EPA Region IX
Karina O'Connor, EPA Region IX
Michael Dorante, EPA Region IX
Nesamani Kalandiyur, California Air Resources Board
Wayne Natri, South Coast AQMD
Sarah Rees, South Coast AQMD
Ian McMillan, South Coast AQMD



Monthly Legislative Report – January

January Advocacy Meetings

House Transportation and Infrastructure Committee Majority Staff – We met with majority staff to discuss a possible hearing this Spring on federal infrastructure financing and incentives to include the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. We also discussed updates on the recent service updates along the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor).

Office of Congressman Mike Levin (D-CA) – We met with Congressman Levin’s staff several times this month to discuss a possible request for the Water Resources Development Act (WRDA) that could benefit or prioritize additional funding for the Coastal Rail Resiliency Study (CRRS) and other related construction projects.

Office of Congressman Lou Correa (D-CA) – We met with Congressman Correa’s staff to provide an update on the recent emergency declaration after a recent landslide in San Clemente halted service on a portion of the intercity rail corridor and impacts on local Metrolink commuter-rail service and ridership.

Office of Congresswoman Linda Sanchez (D-CA) – We met with Congresswoman Sanchez’s staff to discuss pending Tax Relief for American Families and Workers Act.

Senate Commerce Science & Transportation Committee Staff – We met with Committee staff to discuss timing of the Federal Aviation Administration (FAA) Authorization Act, which the Committee tentatively plans to mark up the first week of February. We also discussed the potential for another extension of the FAA Authorization. The current extension that allows FAA to continue operations at current funding levels expires on March 8th.

Office of Congresswoman Young Kim (R-CA) – We met with Congresswoman Kim to discuss timing for Fiscal Year 2025 (FY25) Community Project Funding (CPF) requests. We are expecting office deadlines to be sometime in March.

Office of Congresswoman Michelle Steel (R-CA) – We met with Congresswoman Steel’s staff to discuss FY25 Appropriation request and possible deadlines for the office.

Office of Senator Alex Padilla (D-CA) – We met with Senator Padilla’s staff to provide service updates along the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor) and funding opportunities for CRRS.

Budget and Appropriations Update

At the end of the January the House and Senate reached a tentative \$1.66 trillion discretionary spending limit deal along with specific allocations for the 12 spending bills that will likely pave the way for consideration of some of the Appropriations bill before the upcoming deadlines when the current Continuing Resolution (CR) expires in early March. To that end, lead negotiators are working through the specific program funding levels and policies included in each bill. The House canceled part of its recess at the end of February in anticipation of needing as much floor time as possible to finish work on the spending bills.

The Senate also presented a supplemental spending package, including support for Ukraine and Israel, alongside immigration reform and border security that the House will likely not consider.

Immigration Reform Bill

Senate Majority Leader Chuck Schumer announced a vote for the first week of February on a national security supplemental bill incorporating a bipartisan agreement on border security and immigration reforms, including aid for Israel, Ukraine, and Taiwan, along with border security funding and changes such as mandatory border shutdowns, asylum reforms, expedited processing, and ending the catch-and-release policy for migrants. As mentioned earlier, House Speaker Mike Johnson (R-LA) made a statement that the Senate's bipartisan immigration bill is "dead on arrival" if it reaches the House. Johnson expressed concerns that the legislation would not effectively address the border issues. House Majority Leader Steve Scalise (R-LA) echoed this sentiment, stating that the bill would not receive a vote in the House, criticizing its provisions related to illegal immigration and work permits for asylum recipients. Many Republican representatives, including GOP Conference Chair Elise Stefanik (R-NY) and GOP Whip Tom Emmer (R-WI), opposed the bill. Senate Minority Leader Mitch McConnell has continued to support the bill, emphasizing the need to address the crisis at the southern border and protect national security.

Tax Reform Bill Update

On January 31st, the House passed a \$79 billion legislative package for family and business tax breaks with strong bipartisan support. The Tax Relief for American Families and Workers Act includes reforms like expanding the Child Tax Credit, supporting low-income housing, ending double taxation for U.S. companies in Taiwan, providing tax relief for natural disaster victims, and allocating \$33 billion for business tax breaks. It now heads to the Senate for consideration. Senate Republicans aim to make changes, particularly concerning child tax credit provisions impacting work requirements.

\$4.9 Billion Awards for Infrastructure Projects

On January 25th, the U.S. Department of Transportation (USDOT) announced \$4.9 billion in funding to 37 infrastructure projects through the Mega Program (the National Infrastructure Project Assistance program) and INFRA (the Nationally Significant Multimodal Freight & Highway Projects program) grant programs. The projects aim to improve economic mobility, safety, and efficiency in various areas evaluated based on safety, economic impact, climate resilience, equity, and innovation criteria. For more information, click [HERE](#).

USDOT Approves \$2.5B for Brightline West High-Speed Rail Project

On January 23rd, the USDOT approved \$2.5 billion in private activity bonds for the Brightline West High-Speed Intercity Passenger Rail project connecting Las Vegas, Nevada, and Southern California. This high-speed rail project will follow the I-15 median and enable trains to reach speeds exceeding 186 mph reducing travel time to just two hours. Brightline West's \$12 billion initiative will establish an entirely electric, zero-emission rail system while creating 35,000 jobs. For more information, click [HERE](#).

Federal Highway Administration (FHWA) Allocates \$729.4M for Road and Bridge Repairs

On January 23rd, the FHWA announced an allocation of \$729.4 million to 34 states, including California, the District of Columbia, the U.S. Virgin Islands, and Puerto Rico. This funding is designated to assist in repairing roads and bridges damaged by natural disasters and extreme weather events, such as hurricanes, flooding, and mudslides. These financial resources will be distributed under the FHWA's Emergency Relief (E.R.) program, which provides federal reimbursement funding following significant disaster declarations.

For California, \$124,279,244.44 has been allocated to address damages caused by earthquakes, atmospheric rivers, winter storms, and wildfires. These funds for the state will be used to reconstruct highways and bridges. The allocation allows for improvements that enhance resilience against future climate-related events.

Detailed information on the funding allocations for California and other states, can be found at the official FHWA website [HERE](#).

Grant Funding for Electric Vehicle (E.V.) Charging Upgrades

On January 18th, the Biden-Harris Administration allocated nearly \$150 million to upgrade existing E.V. charging infrastructure across 20 states to enhance reliability. These funds will

repair or replace about 4,500 EV charging ports, ensuring they meet current standards. This initiative aligns with Administration's goal of having over 500,000 public E.V. chargers nationwide by the decade's end, promoting accessibility and creating jobs in the E.V. industry.

This funding is in addition to the \$623 million in grants announced on January 10th to expand the E.V. charging network across the United States through the National Electric Vehicle Infrastructure (NEVI) Formula Program and the Charging and Fueling Infrastructure (CFI) Discretionary Grant Program. These programs aim to repair, replace, and construct approximately 7,500 EV charging ports in 22 states and Puerto Rico. More information on this grant program can be found [HERE](#).

USDOT Report on Infrastructure Priorities

On January 10th, the DOT issued a report outlining the efforts to enhance America's transportation infrastructure. The report details critical priorities such as rail safety and consumer protections for air travelers. More information on this report can be found [HERE](#).

Funding Opportunity Announced for the USDOT Bridge Investment Program: Planning and Bridge Project Grants

The USDOT announced new funding for bridge replacement, rehabilitation, preservation, or protection. The program aims to improve bridge safety and condition and encourage non-Federal contributions from project sponsors and stakeholders.

Eligible Entities include: State, County, and Local Governments, Metropolitan Planning Organizations, Federal Land Management Agency, Multi-State or Multi-Jurisdictional group and Federally recognized Indian Tribes.

Total Program Funding Available: Over four years, \$9.62 billion for Bridge Projects (*and Large Bridge Projects with total eligible project costs over \$100 million*) and \$80 million for Planning Projects.

Required Cost Sharing or Match: 20% of cost match required.

Application Deadlines: As outlined in the USDOT notice, eligible applicants may submit an application for a Planning or Bridge Project grant for a specific fiscal year of funding at any time up to the application deadline for that fiscal year (see below).

- FY23-24: February 19th, 2024 (planning application) and March 19th, 2024 (bridge project application)
- FY25: October 1st, 2024 (planning application) and November 1st, 2024 (bridge project application)
- FY26: October 1st, 2025 (planning application) and November 1st, 2025 (bridge project application)



Monthly Legislative Report – February

February Advocacy Meetings

Office of Congressman Mike Levin (D-CA) – We met with Congressman Levin’s staff to discuss the request for the Water Resources Development Act of 2024 (WRDA). We also discussed Fiscal Year 2025 (FY25) Appropriations Community Project Request (CPF) forms and deadlines.

Office of Congressman Lou Correa (D-CA) – We met with Congressman Correa’s staff to discuss potential FY25 CPF requests to include zero emissions buses.

Office of Congresswoman Young Kim (R-CA) – We met with Congresswoman Kim and staff to discuss FY25 CPF request guidance and the potential deadline for the office.

Office of Congresswoman Linda Sanchez (D-CA) – We met with Congresswoman Sanchez’s staff to discuss the Buy America initiative and FY25 appropriations forms and deadlines.

Office of Congresswoman Michelle Steel (R-CA) – We met with Congresswoman Steel’s staff to discuss safety and security in public transportation areas as part of the effort to prepare for the 2028 Olympics. We also discussed FY25 Appropriations request forms and deadlines.

Office of Senator Laphonza Butler (D-CA) – We met with Senator Butler’s staff to discuss the Coastal Rail Resiliency Study (CRRS). We discussed potential rail safety legislation and funding for commuter rail. We also discussed FY25 Congressionally Directed Spending (CDS) Appropriations forms that have a deadline for March 12th. We also met separately to discuss the United States Environmental Protection Agency’s (EPA) proposed disapproval of the South Coast Air Basin Contingency Measure State Implementation Plan for the 1997 federal ozone standard that could lead to sanctions that would impact transportation funding for the region.

Office of Senator Alex Padilla (D-CA) – We met with Senator Padilla’s staff to discuss FY25 CDS forms and deadlines. We also discussed with staff the EPA’s proposed disapproval of the South Coast Air Basin Contingency Measure State Implementation Plan for the 1997 federal ozone standard that could lead to sanctions that would impact transportation funding.

House Transportation and Infrastructure Committee (Majority Staff) – We met with the Committee’s Senior majority staff to discuss the status of the Federal Aviation Administration (FAA) Reauthorization. We also discussed a potential hearing regarding passenger rail issues.

Department of Transportation (DOT) Government Affairs – We met with the government affairs staff at the department to provide an update on OCTA projects. We shared a support letter for Metrolink’s grant application for the Metrolink Sustainable Locomotives Project for the United States Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program.

FY24 Appropriations

The House passed a Continuing Resolution on February 29th to prevent a government shutdown by extending funding deadlines to March 8th and March 22nd, giving Congress extra time to resolve spending disagreements. The House voted 320-99 on the extension which was then agreed to 77-13 in the Senate and is headed to the President’s desk before the funding deadline of March 1st.

The new deadline for each bill is included below:

- **March 8th, 2024:**
 - Agriculture, Rural Development, Food and Drug Administration
 - Energy and Water Development
 - Military Construction, Veterans Affairs
 - Transportation, Housing and Urban Development, and Related Agencies.
- **March 22nd, 2024:**
 - Commerce, Justice, Science
 - Defense
 - Financial Services and General Government
 - Homeland Security
 - Interior, Environment
 - Labor, Health and Human Services, Education
 - Legislative Branch
 - State, Foreign Operations

Other items like supplemental spending for the war in Ukraine, the conflict in Israel, and border security continue to be a focus for House Republicans and Speaker Mike Johnson (R-LA) during the ongoing negotiations for the remaining spending bills. However, a tentative deal has reportedly been reached and may be released soon.

Federal Aviation Administration (FAA) Reauthorization Bill

On February 29th, the House voted to extend the FAA's funding until May 10 by a 401-19 vote. This marks the third extension since the FAA's last authorization expired on September 30, 2023. The House's proposal includes significant investments and safety measures, while the Senate's version focuses on accessibility, foreign aviation safety, and additional flight slots at Reagan National Airport, despite local concerns over potential delays. On February 8th the Senate Commerce, Science and Transportation Committee advanced a bill to reauthorize the FAA for five years. The bill (S. 1939) would authorize more than \$107 billion

for the FAA for fiscal years 2024 through 2028, including \$67.5 billion for operations, training, and retention of critical staff as well as \$20 billion for airport improvement grants, according to the committee.

The Department of Transportation (DOT) Opens Hazardous Material Safety Funding

The DOT Pipeline and Hazardous Materials Safety Administration (PHMSA) published multiple Notices of Funding Opportunities (NOFOs) to award \$18 million in grants through its pipeline and hazardous materials safety programs. These funding opportunities are open to states, local communities, tribal entities, universities, and non-profit organizations to support pipeline and hazardous materials safety programs across the country. Funding will be used to improve community and environmental safety through projects that train first responders, educate the public on local safety initiatives, encourage the development of new pipeline technologies, and more. More information on the program is available [HERE](#).

DOT Announces \$1.25 Billion in Grants to Improve Roadway Safety

DOT has opened the process for cities, towns, counties, Tribal governments, and Metropolitan Planning Organizations (MPO) to apply for \$1.256 billion in funding for local projects that improve roadway safety. The funds are from the competitive grant program, Safe Streets and Roads for All (SS4A). A non-exhaustive list of the cities and counties that meet program thresholds is available [HERE](#). The Safe Streets and Roads for All Notice of Funding Opportunity is available [HERE](#).

DOT Announces \$631 Million to Help Transit Agencies Buy New Railcars

The DOT's Federal Transit Administration (FTA) has announced \$631 million in grants to improve rail transit safety and reliability for passengers through the purchase of new American-made rail cars. The selected Rail Vehicle Replacement Program [projects](#) are:

- **Chicago, IL:** The Commuter Rail Division of the Regional Transportation Authority (METRA) will receive **\$100 million** to buy 50 modern, multi-level railcars that will feature new passenger safety, accessibility, and rider comfort amenities to replace older railcars that have been in service for more than 40 years.
- **Baltimore, MD:** The Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) will receive approximately **\$214 million** to buy 52 new light rail vehicles to replace older vehicles that have been in service for more than 25 years.
- **Philadelphia, PA:** The Southeastern Pennsylvania Transportation Authority (SEPTA) will receive approximately **\$317 million** to buy up to 200 new rail cars to replace older rail cars that have been in service for nearly 25 years, operating along the Market Frankford Line, the most heavily used line in SEPTA's system.

Federal Transit Administration (FTA) Allocates \$1.5 Billion for Transit

On February 8th, the FTA announced \$1.5 billion in funding to support American transit vehicle manufacturing, including zero-emission buses, and facilitate bus facility construction and workforce development. The investment is aimed to replace aging buses, reduce pollution, create jobs, and improve transit reliability. More information is available [HERE](#).

New Acting FTA Administrator

On February 24th, Veronica Vanterpool took on the role of Acting Administrator for the FTA. Her tenure with the FTA began in August 2021 as a Senior Advisor, followed by 2.5 years as Deputy Administrator. For more information on Vanterpool click [HERE](#)

FTA Disaster Relief Funds

On February 5th, the FTA allocated \$110 million to aid eight public transportation providers and state Departments of Transportation in six states and a U.S. territory in recovery efforts from recent natural disasters. Facilitated through FTA's Public Transportation Emergency Relief (ER) Program the funding supports the repair of damaged equipment and facilities and covers costs incurred during evacuation and rescue operations following floods, hurricanes, and tornadoes that occurred between 2017 and 2022. More information is available [HERE](#).

FTA Public Transit Funding Announced

The FTA announced \$9.9 billion in funding on February 29th for public transit formula grants. This initial funding reflects the amount of funding available for five months (October 1, 2023 to March 1, 2024) at FY 2023 levels while the federal government operates under a Continuing Resolution. Adjustments due to the 2020 Census may change funding for some areas. More information is available [HERE](#).

House Transportation and Infrastructure Committee Hearing on "Buy America" Requirements

On February 15th, the House Transportation and Infrastructure Subcommittee on Highways and Transit held a hearing to discuss the "Buy America" requirements from the 2021 infrastructure law, focusing on its impact and implementation challenges. Witnesses from various sectors highlighted the importance of these provisions for American jobs and manufacturing, while also addressing the complexities of compliance and the role of waivers in ensuring flexibility. Concerns were raised about the need for clear guidance and the potential cost implications for smaller businesses and specific industries like steel and asphalt paving. The complete hearing is available [HERE](#).

FY2024 Competitive Funding Opportunity: Buses and Bus Facilities Program

The purpose of this grant program is to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing, or leasing buses or related equipment, and rehabilitating, purchasing, constructing, or leasing bus-related facilities. Projects funded by this program (and the Low-No grant program) will be expected to reduce greenhouse gas emissions in the transportation sector; incorporate evidence-based climate resilience measures and features; avoid adverse environmental impacts to air or water quality, wetlands, and endangered species; and address the disproportionate negative environmental impacts of transportation on disadvantaged communities. Eligible projects including the following: Capital projects to replace, rehabilitate, purchase, or lease buses, vans, or related equipment; Rehabilitate, purchase, construct, or lease bus-related facilities regardless of propulsion type or emissions; Additionally, 0.5% of the Federal request may be used for workforce development training and an additional 0.5% may be used for training at the National Transit Institute (NTI). Note, applicants proposing any project related to zero-emission vehicles and related facilities must also spend 5% of their award on workforce development and training as outlined in their Zero-Emission Fleet Transition Plan, unless the applicant certifies that their financial need is less.

Eligible Entities: States, local governmental authorities, and Indian Tribes.

Total Program Funding Available: \$390 million.

Required Cost Sharing or Match: At least 20 percent cost match.

Application Deadlines: April 25th, 2024 at 11:59 PM EST.

FY2024 Competitive Funding Opportunity: Low- or No-Emission Program

The purpose of the Low-No Program is to support the transition of the nation's transit fleet to the lowest polluting and most energy efficient transit vehicles. The Low-No Program provides funding for the purchase or lease of zero- emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities such as recharging, refueling, and maintenance facilities. Eligible project types include the following: Purchasing or leasing low or no emission buses; Acquiring low or no emission buses with a leased power source; Constructing or leasing facilities and related equipment (including intelligent technology and software) for low or no emission buses; Constructing new public transportation facilities to accommodate low or no emission buses; Rehabilitating or improving existing public transportation facilities to accommodate low or no emission buses; Additionally, 0.5% of the Federal request may be used for workforce development training and an additional 0.5% may be used for training at the National Transit Institute (NTI). Note, applicants proposing any project related to zero-emission vehicles and related facilities must also spend 5% of their award on workforce development and training as outlined in their Zero-Emission Fleet Transition Plan, unless the applicant certifies that their financial need is less.

Eligible Entities: States, local governmental authorities, and Indian Tribes.

Total Program Funding Available: Approximately \$1.10 billion.

Required Cost Sharing or Match: At least 20 percent cost match.

FY23 through FY26 Bridge Investment Program: Planning and Bridge Project Grants

The DOT offers financial assistance for bridge replacement, rehabilitation, preservation, or protection. The program aims to improve bridge safety and condition and encourage non-Federal contributions from project sponsors and stakeholders.

Eligible Entities: State, County, and Local Governments, Metropolitan Planning Organizations, Federal Land Management Agency, Multi-State or Multi-Jurisdictional group and Federally recognized Indian Tribes.

Total Program Funding Available: Over four years, \$9.62 billion for Bridge Projects (and Large Bridge Projects with total eligible project costs over \$100 million and \$80 million for Planning Projects).

Required Cost Sharing or Match: 20% of cost match required.

Application Deadlines: As outlined in the NOFO, eligible applicants may apply for a Planning or Bridge Project grant for a specific fiscal year of funding at any time up to the application deadline for that fiscal year (see below). Please review NOFO for specific details about this “rolling applications” process.

- FY23-24: February 19th, 2024 (planning application) and March 19th, 2024 (bridge project application)
- FY25: October 1st, 2024 (planning application) and November 1st, 2024 (bridge project application)
- FY26: October 1st, 2025 (planning application) and November 1st, 2025 (bridge project application)



ANGELS EXPRESS

FAN TRAIN

Angels Express Overview



Angels Express: Service Operations Background



- Began service in 2011 – operated through 2019
- Operated a combination of Metrolink regular and special train service
 - Special trains are operated and funded independent of regular service
- In 2019:
 - 48 weekday games served
 - Annual ridership was approximately 30,000
- No service since 2019 due to pandemic



Angels Express: 2024 Service Operations



Service developed based upon game attendance data from the Angels, ridership data from prior years, ease of messaging, and cost implications and availability of equipment and operators

Overview of service:

- Regularly scheduled and special Metrolink trains to/from Oceanside, Los Angeles, and Riverside on Friday, Saturday, and Sunday
- \$10 round trip ticket – kids 17 and under ride free
- Inbound trains will arrive ahead of game start time and outbound trains will depart 30 minutes after the game
- Metrolink security on every special train, plus OCTA's* Transit Police Services for select games
- Estimated ridership exceeds 25,000

**Orange County Transportation Authority*



Angels Express: Operations Cost Estimate



<u>OCTA</u>	<u>LA Metro*</u>	<u>RCTC**</u>	<u>Total</u>
\$ 217,288	\$ 85,122	\$ 63,349	\$ 365,759

- Funding included in existing Metrolink operating budget over fiscal year (FY) 2023-24 and FY 2024-25

**Los Angeles County Metropolitan Transportation Authority*
***Riverside County Transportation Commission*





ANGELS EXPRESS

FAN TRAIN



Marketing the Return of a Fan Favorite



METROLINK



ANGELS EXPRESS

FAN TRAIN



*Fridays, Saturdays,
and Sundays are for
Angels Express!*

- *Angels Express serves every Angels home game on Friday, Saturday, and Sunday.*



METROLINK



Trains Home

- Trains depart 30 minutes after the last out or the end of the fireworks show on Saturday night!*



METROLINK



KIDS
RIDE
FREE

\$10
ROUND
TRIP

Family Affordable

- *Adult tickets are \$10 round trip while kids 17 and under ride free!*



METROLINK

Tailored Tactics for Three Target Markets

General Public

- *Big 'A' Digital Signage*
- *Bus Wrap*
- *Bus Exterior Ads*
- *Train Wrap*
- *Social Media Ads*
- *Angels Rally Event*
- *Website Landing Page*
- *Discount Ticket Site*
- *Valpak Insert*

Public Transit Riders

- *Bus Interior Ads*
- *Metrolink Station Posters*
- *Metrolink Station Banners*
- *Email Campaigns*
- *Organic Social Media*
- *Station Outreach*

Angels Fans

- *Angels Radio Campaign*
- *Email Communications*
- *Social Media Content*
- *In-Game Announcements*
- *Red Carpet Home Opener*



METROLINK

Tracking Effectiveness

- *Every marketing tactic will include unique tracking for measuring effectiveness including special QR codes for each tactic.*



Station Posters

Laguna/Niquest/Mission Viejo			
Line 1	807 - to LA Union Station	06:52 AM	Track 1
Line 1	808 - to Laguna Niquest/Mission Viejo	07:14 AM	Track 1
Line 2	807 - to Laguna Niquest/Mission Viejo	07:50 AM	Track 2
Line 2	808 - to LA Union Station	08:03 AM	Track 2
Line 3	807 - to Laguna Niquest/Mission Viejo	08:14 AM	Track 3
Line 3	808 - to LA Union Station	08:14 AM	Track 3



ANGELS EXPRESS
FAN TRAIN

TAKE ME OUT TO THE BALLGAME!

Ride Metrolink to all Friday, Saturday, and Sunday home games.



AngelsExpress.net



Scan for schedule and details.

KIDS RIDE FREE

\$10 ROUND TRIP





METROLINK



Metro



ORANGE COUNTY
TRANSPORTATION
AUTHORITY

Station Banners



ANGELS EXPRESS
FAN TRAIN

TAKE ME OUT TO THE BALLGAME!
Ride Metrolink to all Friday, Saturday, and Sunday home games.

Scan for schedule and details.
AngelsExpress.net

KIDS RIDE FREE

\$10 ROUND TRIP



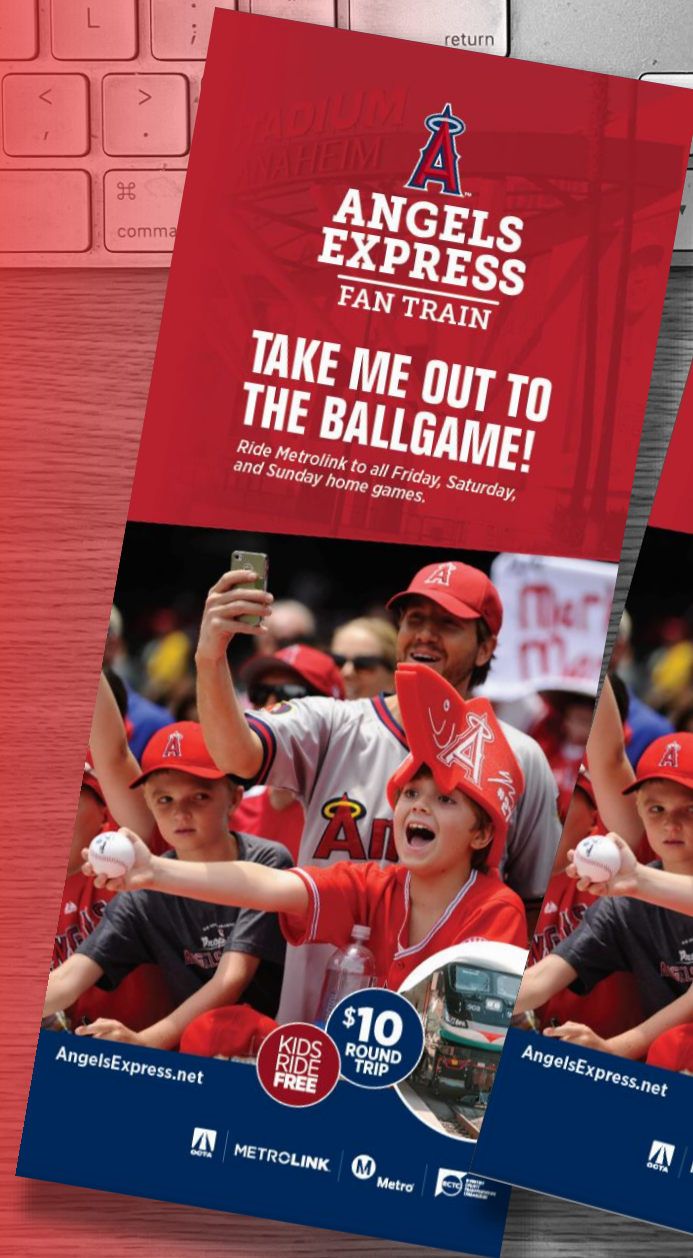




 **METROLINK**  **Metro** 

Angels, Angels Marks, and Los Angeles Angels are registered trademarks of Angels Baseball L.P.

Flyers



Big A Signage



Bus Interior Ads



Bus Wrap



Radio

Angels Broadcasts



*Spring
Training*



*Regular
Season*

Social

Animated Videos



Website





ANGELS EXPRESS

FAN TRAIN

*Marketing the return
a fan favorite.*



METROLINK

