



Orange County Transportation Authority Legislative Matrix

**2024 State Legislation Session
April 18, 2024**

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
BILLS WITH POSITIONS			
<p>AB 6 (Friedman – D)</p> <p>Transportation Planning: Regional Transportation Plans</p>	<p>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.</p>	<p>INTRODUCED: 12/05/2022 LOCATION: Senate Transportation Committee LAST AMEND: 03/16/2023</p> <p>STATUS: 07/14/2023 In SENATE. Failed Deadline pursuant to Rule 61(a)(10).</p>	<p>Oppose (partial list)</p> <p>Support: 350 Bay Area Action, Streets For All, California Environmental Voters</p> <p>Oppose: Mobility 21, Orange County Business Council, Rebuild SoCal Partnership, Transportation California, San Bernardino County Transportation Authority (SBCTA), Riverside County Transportation Commission (RCTC)</p>

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

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>AB 817 (Pacheco – D)</p> <p>Open Meetings: Teleconferencing: Subsidiary Body</p>	<p>Relates to the Ralph Brown Act. Authorizes a subsidiary body to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency.</p>	<p>INTRODUCED: 02/13/2023 LOCATION: Senate Rules Committee LAST AMEND: 01/10/2024</p> <p>STATUS: 01/25/2024 In SENATE. Read first time. To Committee on RULES for assignment.</p>	<p>Support</p> <p>Support: California Association of Recreation and Park Districts (co-sponsor), League of California Cities (co-sponsor), Rural County Representatives of California (co-sponsor), and the Urban Counties of California (co-sponsor)</p>
<p>► AB 2043 (Boerner – D)</p> <p>Medi-Cal: Nonmedical and Nonemergency Medical Transportation</p>	<p>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.</p>	<p>INTRODUCED: 02/01/2024 LOCATION: Assembly Health Committee HEARING: 04/09/2024</p> <p>STATUS: 04/01/2024 <i>In ASSEMBLY. Amend, and re-referred to Committee on HEALTH. Read second time and amended.</i></p>	<p>Support</p> <p>Support: San Diego Metropolitan Transit System (sponsor)</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 2259 (Boerner – D)</p> <p>Transportation: Bicycle Safety Handbook</p>	<p>Would require CalSTA to develop and distribute, on or before September 1, 2025, a bicycle safety handbook that includes information on, among other things, existing laws regulating bicycles and e-bikes. CalSTA must make a downloadable electronic version of the bicycle safety handbook available online and in print at certain state offices. CalSTA will also be required to collaborate with other state agencies to develop the handbook.</p>	<p>INTRODUCED: 02/08/2024 LOCATION: Assembly <i>Appropriations Committee</i></p> <p>STATUS: 03/19/2024 <i>In ASSEMBLY. Referred to Committee on APPROPRIATIONS.</i></p>	<p><i>Support</i></p> <p><i>Support: California Association of Bicycling Organizations</i></p>
<p>► AB 2535 (Bonta – D)</p> <p>Trade Corridor Enhancement Program</p>	<p><i>Would prohibit the CTC from allocating Trade Corridor Enhancement Program (TCEP), funding to a project that adds a general-purpose lane to a highway or expands highway capacity in a community that ranks in the highest quintile in CalEnviroScreen for disproportionate burdens from multiple sources of pollution and with population characteristics that makes the community more sensitive to pollution.</i></p>	<p>INTRODUCED: 02/13/2024 LOCATION: Assembly <i>Transportation Committee</i> HEARING: 04/15/2024</p> <p>STATUS: 03/04/2024 <i>In ASSEMBLY. Referred to Committee on TRANSPORTATION and NATURAL RESOURCES.</i></p>	<p>STAFF RECOMMENDS OPPOSE</p> <p><i>Oppose: Riverside County Transportation Commission, Contra Costa Transportation Authority</i></p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 2824 (McCarty – D)</p> <p><i>Battery: Public Transportation Provider</i></p>	<p><i>Would expand the enhanced penalties for battery or assault against a transit operator or ticketing agent to transit employees and contractors of a public transportation provider.</i></p>	<p>INTRODUCED: 02/15/2024 LOCATION: Assembly Public Safety Committee LAST AMEND: 03/21/2024</p> <p>STATUS: 03/21/2024 <i>In ASSEMBLY. Referred to Committee on PUBLIC SAFETY. Amend and re-referred to Committee on PUBLIC SAFETY. Read second time and amended.</i></p>	<p>STAFF RECOMMENDS SUPPORT</p> <p><i>Support: California Transit Association (co-sponsor), Amalgamated Transit Union (co-sponsor), Transport Workers Union (co-sponsor)</i></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, as defined, from becoming homeless due to a prolonged labor dispute by making zero-interest loans available to eligible striking workers to assist them in paying their housing costs. The bill would require the agency, in consultation with the Business, Consumer Services, and Housing Agency, to develop an internet website and online application for the program, as specified. The bill would require an applicant for the program to electronically sign a declaration of strike-related hardship, as specified, under penalty of perjury. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. The bill would make other conforming changes to the Encampment Resolution Funding program.

Subject: Planning

AB 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: Existing law defines a motorized scooter as any 2-wheeled device that has handlebars, either a floorboard that is designed to be stood upon when riding or a seat and footrests in place of the floorboard, and is powered by an electric motor. Existing law prohibits a person from operating a motorized scooter in excess of 15 miles per hour. Existing law prohibits an operator of a motorized scooter under 18 years of age from operating a motorized scooter without a specified bicycle helmet and requires a manufacturer of a motorized scooter to provide a disclosure to buyers that existing insurance policies may not provide coverage for a motorized scooter. Under existing law, a violation or failure to comply with a provision of the Vehicle Code constitutes an infraction. 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: 04/01/2024 - In committee: Set, first hearing. Hearing canceled at the request of author.

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. A violation of the Vehicle Code is a crime and a person convicted of an infraction for a violation of either the Vehicle Code or a local ordinance adopted pursuant to the code is subject to a specified fine schedule, except as otherwise provided. This bill would clarify that a recreational trail for these purposes includes a boardwalk, as defined, 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.

Hearing: 04/08/2024

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 1777 (Ting, D) Autonomous vehicles.

Introduced: 01/03/2024

Last Amended: 03/21/2024

Status: 04/01/2024 - Re-referred to Com. on TRANS.

Hearing: 04/15/2024

Location: 03/21/2024 - Assembly Transportation

Summary: Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Current law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Current law requires the manufacturer to certify in the application that, among other things, the autonomous technology satisfies specified requirements and the manufacturer has tested the autonomous vehicle on public roads and has complied with the testing standards established by the department, as specified. This bill would require a manufacturer to additionally certify that, among other things, the autonomous vehicle is capable of responding to and complying with geofencing protocols, as defined, and the manufacturer has clearly displayed a working telephone number on the autonomous vehicle that is being monitored at all times to enable communication between the manufacturer and law enforcement officers, emergency responders, and traffic control officers, as specified. If an autonomous vehicle is operating without a human operator and is found to have committed a violation of the Vehicle Code that is only punishable as an infraction, the bill would require the manufacturer to be cited for the violation.

Subject: Transit

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

Introduced: 01/03/2024

Last Amended: 04/01/2024

Status: 04/01/2024 - From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Hearing: 04/08/2024

Location: 01/16/2024 - Assembly Transportation

Summary: Would, until January 1, 2029, authorize a local authority within the County of Marin, or the County of Marin in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 16 years of age from operating a class 2 electric bicycle or require a person operating a class 2 electric bicycle to wear a bicycle helmet, as specified. The bill would require an ordinance or resolution that is adopted for this purpose to make a violation an infraction punishable by either a fine of \$25 or completion of an electric bicycle safety and training course, as specified. The bill would, if an ordinance or resolution is adopted, require the county to, by January 1, 2028, submit a report to the Legislature that includes, among other things, the total number of traffic stops initiated for violations, the results of the traffic stops, and the actions taken by peace officers during the traffic stops, as specified. The bill would require the local authority or county to administer a public information campaign for at least 30 calendar days prior to the enactment of the ordinance or resolution, as specified. The bill would require the local authority or county to only issue warning notices for the first 60 days after the passage of the ordinance or resolution.

Subject: Active Transportation

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

Introduced: 01/03/2024

Status: 03/06/2024 - In committee: Hearing postponed by committee.

Hearing: 04/02/2024

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 1786 (Rodriguez, D) California Individual Assistance Act: California Local Assistance Act.

Introduced: 01/03/2024

Last Amended: 03/21/2024

Status: 04/01/2024 - Re-referred to Com. on E.M.

Hearing: 04/08/2024

Location: 03/21/2024 - Assembly Emergency Management

Summary: The California Emergency Services Act empowers the Governor to proclaim a state of emergency under certain circumstances. Current law defines a state of emergency to mean the duly proclaimed existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions such as, among others, air pollution, fire, flood, and storm. This bill would add climate change and climate change exacerbated conditions to the list of conditions for which a state of emergency or local emergency may be proclaimed. (Based on 03/21/2024 text)

Subject: Safety and Security

AB 1798 (Papan, D) Department of Transportation: contaminated stormwater runoff: salmon and steelhead trout bearing surface waters.

Introduced: 01/08/2024

Last Amended: 03/12/2024

Status: 03/19/2024 - From committee: Do pass and re-refer to Com. on E.S. & T.M. (Ayes 10. Noes 0.) (March 19). Re-referred to Com. on E.S. & T.M.

Hearing: 04/09/2024

Location: 03/19/2024 - Assembly Environmental Safety and Toxic Materials

Summary: Would require the Department of Transportation, in conjunction with the State Water Resources Control Board, to develop a programmatic environmental review process to prevent 6PPD and 6PPD-quinone from entering salmon and steelhead trout bearing surface waters of the state. The bill would require the state board to establish the parameters of the department's programmatic environmental review process, as specified, and, to the extent practical, with the department, consult with the States of Washington and Oregon in the development of the programmatic environmental review process. The bill would require the department's 6PPD and 6PPD-quinone programmatic environmental review process to include specified components, including 5 pilot projects at specified locations to study the effectiveness and cost effectiveness of installing and maintaining bioretention and biofiltration comparatively along department rights-of-way to eliminate the discharge of 6PPD and 6PPD-quinone into surface waters of the state, as specified. The bill would require all information provided by the department to the state board pursuant to these provisions be made publicly available through the state board's stormwater data collection system.

Subject: Environment

AB 1837 (Papan, D) San Francisco Bay area: public transit: Regional Network Management Council.

Introduced: 01/16/2024

Last Amended: 03/21/2024

Status: 04/01/2024 - Re-referred to Com. on TRANS. In committee: Hearing postponed by committee.

Location: 03/21/2024 - Assembly 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 requires the commission to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction, as specified. This bill would create the Regional Network Management Council as an 11-member council to represent the interests of its stakeholders, to provide leadership and critical input on regional transit policies, and to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of transformative improvements in the customer experience San Francisco Bay area transit. The bill would require the commission to facilitate the creation of the council.

Subject: Miscellaneous

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

Introduced: 01/17/2024

Last Amended: 03/11/2024

Status: 03/21/2024 - Read second time. Ordered to third reading.

Hearing: 04/04/2024

Location: 03/21/2024 - Assembly THIRD READING

Summary: The San Joaquin Regional Transit District Act requires the San Joaquin Regional Transit 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. This bill contains other related provisions and other existing laws.

Subject: Records

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

Introduced: 01/22/2024

Last Amended: 04/01/2024

Status: 04/01/2024 - From committee chair, with author's amendments: Amend, and re-refer to Com. on INS. Read second time and amended.

Hearing: 04/03/2024

Location: 02/05/2024 - Assembly Insurance

Summary: Current law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. 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's ability to consult a licensed attorney to advise them of their rights under workers' compensations laws, as specified.

Subject: Employment

AB 1879 **(Gipson, D) Electronic signatures.**

Introduced: 01/22/2024

Last Amended: 03/07/2024

Status: 03/12/2024 - From committee: Do pass and re-refer to Com. on REV. & TAX. with recommendation: To Consent Calendar. (Ayes 10. Noes 0.) (March 12). Re-referred to Com. on REV. & TAX.

Location: 03/12/2024 - Assembly Revenue and Taxation

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, as defined. Under current 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) conservation element: wildlife and habitat connectivity.

Introduced: 01/22/2024

Last Amended: 04/01/2024

Status: 04/01/2024 - From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.

Hearing: 04/10/2024

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, housing, and conservation elements, as specified. Current law requires the conservation element to consider the effect of development within the jurisdiction on natural resources located on public lands. This bill would additionally require the conservation element to consider the effect of development within the jurisdiction on the movement of wildlife and habitat connectivity. The bill would require the conservation element, upon the next update of one or more elements on or after January 1, 2026, to, among other things, identify and analyze connectivity areas, permeability, and natural landscape areas within the jurisdiction, identify and analyze existing or planned wildlife passage features, and consider the impacts of development and the barriers caused by development to wildlife and habitat connectivity. The bill would authorize a city, county, or city and county to incorporate by reference into their general plan an existing plan that meets these requirements. The bill would require a city, county, or city and county preparing to update its conservation element to consider incorporating appropriate standards, policies, and zoning, consult with specified entities, and consider relevant best available science.

Subject: Planning

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

Introduced: 01/22/2024

Status: 03/14/2024 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (March 13). Re-referred to Com. on APPR.

Location: 01/22/2024 - Assembly Appropriations

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: 04/01/2024 - Read third time. Passed. Ordered to the Senate. (Ayes 72. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 04/01/2024 - Senate Rules

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

Subject: Transit

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

Introduced: 01/25/2024

Last Amended: 03/06/2024

Status: 03/21/2024 - Read second time. Ordered to third reading.

Hearing: 04/04/2024

Location: 03/21/2024 - Assembly THIRD READING

Summary: The Sacramento Regional Transit District Act 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: 03/06/2024 - Re-referred to Com. on L. & E.

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

Last Amended: 03/21/2024

Status: 04/01/2024 - Re-referred to Com. on NAT. RES.

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, as defined, for construction projects in excess of \$1,000,000. Current law also authorizes these counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, 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: 03/21/2024 - Read second time. Ordered to Consent Calendar.

Hearing: 04/04/2024

Location: 03/20/2024 - Assembly CONSENT CALENDAR

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, as defined. 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: 03/13/2024 - In committee: Set, first hearing. Hearing canceled at the request of author.

Hearing: 04/03/2024

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 study.

Introduced: 02/01/2024

Last Amended: 03/11/2024

Status: 03/19/2024 - From committee: Do pass and re-refer to Com. on U. & E. (Ayes 13. Noes 0.) (March 19). Re-referred to Com. on U. & E.

Hearing: 04/17/2024

Location: 03/19/2024 - Assembly Utilities and Energy

Summary: Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission), working with the State Air Resources Board and the Public Utilities Commission, to prepare, and update at least once every 2 years, a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5,000,000 zero-emission vehicles on California roads by 2030 and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. This bill would require the Energy Commission, beginning January 1, 2025, to biennially conduct a study on electric vehicle charging stations, as provided. The bill would require the study to adhere to certain criteria, including, among other things, that the study include information on whether electric vehicle charging stations have a feature to call or prompt an attendant to assist the customer with the operation of the electric vehicle charging station equipment and whether electric vehicle charging stations have attendants present to provide assistance. The bill would require the commission to incorporate the information and recommendations required to be included in the study into the statewide assessment of the electric vehicle charging infrastructure described above and to concurrently provide a report of the study to the Legislature, as provided.

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, as defined.

Subject: Public Works

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

Introduced: 02/01/2024

Last Amended: 04/01/2024

Status: 04/01/2024 - From committee chair, with author's amendments: Amend, and re-refer to Com. on HEALTH. Read second time and amended.

Hearing: 04/09/2024

Location: 02/12/2024 - Assembly Health

Summary: Current law covers emergency or nonemergency medical transportation, and nonmedical transportation, under the Medi-Cal program, as specified. This bill would require the State Department of Health Care Services to ensure that the fiscal burden of nonemergency medical transportation or nonmedical transportation is not unfairly placed on public paratransit service operators and would authorize the department to direct Medi-Cal managed care plans to reimburse public paratransit service operators who are enrolled as Medi-Cal providers at the fee-for-service rates for conducting that transportation, as described. The bill would require the department to engage with public paratransit service operators to understand the challenges as public operators of nonemergency medical transportation or nonmedical transportation services and would require the department to issue new guidance to ensure the fiscal burden is not unfairly placed on public operators on or before June 1, 2026.

Subject: Funding

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

Introduced: 02/01/2024

Status: 03/11/2024 - In committee: Set, first hearing. Referred to REV. & TAX. suspense file.

Location: 03/11/2024 - Assembly REV. & TAX SUSPENSE FILE

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

Subject: Funding

AB 2086 **(Schiavo, D) 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: 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: 04/01/2024 - VOTE: Do pass and be re-referred to the Committee on [Appropriations] with recommendation: To Consent Calendar (PASS)

Location: 04/01/2024 - Assembly Appropriations

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.

Hearing: 04/03/2024

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: 03/14/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (March 13). Re-referred to Com. on APPR.

Location: 03/13/2024 - Assembly Appropriations

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

Last Amended: 04/01/2024

Status: 04/01/2024 - From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Hearing: 04/08/2024

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 information on the progress made on job creation and workforce development in support of hydrogen fueling, limited to the construction, operation, and maintenance of hydrogen-fueling stations that are funded by active commission agreements. The bill would require the report to include the number of related workforce training programs in the state, the number of participants in those workforce training programs, the number of graduates of those workforce training programs, and the number of related jobs in the state that are created annually.

Subject: Funding

AB 2153

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

Introduced: 02/06/2024

Status: 03/13/2024 - In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 02/20/2024 - Assembly Judiciary

Summary: 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 2182

(Haney, D) Public works.

Introduced: 02/07/2024

Last Amended: 03/18/2024

Status: 03/19/2024 - Re-referred to Com. on L. & E.

Location: 03/18/2024 - Assembly Labor and Employment

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

Subject: Public Works

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

Introduced: 02/07/2024

Status: 03/19/2024 - In committee: Set, first hearing. Hearing canceled at the request of author.

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 2204 **(Bennett, D) Green hydrogen.**

Introduced: 02/07/2024

Last Amended: 03/21/2024

Status: 04/01/2024 - Re-referred to Com. on U. & E.

Location: 03/21/2024 - Assembly Utilities and Energy

Summary: Would require, on and after an unspecified date, all hydrogen produced or used in California to be green hydrogen that excludes the use of any fossil fuel as a feedstock or as an energy source in the production process and that complies with any applicable requirements to show the use of new and incremental renewable generation resources, temporal matching of renewable generation resources, and geographic deliverability of renewable energy resources.

Subject: Zero Emission

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

Introduced: 02/08/2024

Status: 04/01/2024 - In committee: Hearing postponed by committee.

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, as defined, 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: 03/19/2024 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (March 19). Re-referred to Com. on APPR.

Location: 03/19/2024 - Assembly Appropriations

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

Introduced: 02/08/2024

Last Amended: 04/01/2024

Status: 04/01/2024 - From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Hearing: 04/08/2024

Location: 03/11/2024 - Assembly Transportation

Summary: Would, to the extent permitted by federal and state law, require a federally recognized Native American tribe to be eligible for federal funding for a transportation project and authorize the tribe to be the lead agency for a transportation project that receives federal funding.

Subject: Funding

AB 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.

Hearing: 04/15/2024

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: school supplies tax holiday.**

Introduced: 02/08/2024

Last Amended: 03/21/2024

Status: 04/01/2024 - Re-referred to Com. on REV. & TAX. In committee: Set, second hearing. Hearing canceled at the request of author.

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

Summary: Would, on and after January 1, 2025, and before January 1, 2030, exempt from sales and use taxes the gross receipts from the sale of, and the storage, use, or other consumption of, qualified school supplies, as defined, purchased during the first weekend in August, beginning at 12:01 a.m. on Saturday and ending at 11:59 p.m. on Sunday.

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: This bill would authorize a retirement system under CERL, 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: 03/18/2024 - Referred to Coms. on TRANS. and C. & C.

Hearing: 04/15/2024

Location: 03/18/2024 - Assembly Transportation

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

Last Amended: 04/01/2024

Status: 04/01/2024 - From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Hearing: 04/08/2024

Location: 02/26/2024 - Assembly Transportation

Summary: Current law establishes 4 classifications of bikeways and defines a "Class III bikeway" as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. This bill would prohibit the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a street with a design speed limit of 20 miles per hour or less or the project will reduce the design speed limit to 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.

Hearing: 04/10/2024

Location: 02/26/2024 - Assembly Local Government

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

Subject: Public Meetings

AB 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.

Hearing: 04/09/2024

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

Introduced: 02/12/2024

Last Amended: 03/19/2024

Status: 04/01/2024 - VOTE: Do pass and be re-referred to the Committee on [Appropriations] with recommendation: To Consent Calendar (PASS)

Location: 04/01/2024 - Assembly Appropriations

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

Subject: Reports

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

Introduced: 02/12/2024

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

Hearing: 04/03/2024

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: 04/01/2024 - VOTE: Do pass and be re-referred to the Committee on [Revenue and Taxation] (PASS)

Location: 04/01/2024 - 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: 03/27/2024 - In committee: Hearing postponed by committee.

Hearing: 04/15/2024

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 2404 **(Lee, D) State and local public employees: labor relations: strikes.**

Introduced: 02/12/2024

Last Amended: 03/21/2024

Status: 04/01/2024 - Re-referred to Com. on P.E. & R.

Location: 03/21/2024 - Assembly Public Employment and Retirement

Summary: The Meyers-Miliias-Brown Act and the Ralph C. Dills Act regulate the labor relations of employees and employers of local public agencies and the state, respectively. The acts grant specified employees of local public agencies and the state the right to form, join, and participate in the activities of employee organizations of their choosing. This bill would provide, except as specified, that it is not unlawful or a cause for discipline or other adverse action against a public employee for that public employee to refuse to enter property that is the site of a primary strike, perform work for a public employer involved in a primary strike, or go through or work behind a primary strike line. The bill would prohibit a public employer from directing a public employee to take those actions. The bill would authorize a recognized employee organization to inform employees of these rights and encourage them to exercise those rights.

Subject: Employment

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

Introduced: 02/12/2024

Status: 03/21/2024 - Referred to Com. on W., P., & W.

Hearing: 04/09/2024

Location: 03/21/2024 - Assembly Water, Parks and Wildlife

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.

Hearing: 04/03/2024

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: 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 works: prevailing wages: access to records.**

Introduced: 02/13/2024

Last Amended: 04/01/2024

Status: 04/01/2024 - From committee chair, with author's amendments: Amend, and re-refer to Com. on JUD. Read second time and amended.

Location: 02/26/2024 - Assembly Judiciary

Summary: This bill would require an owner, a developer, or the agent of an owner or developer, that, among other things, receives public funds from a public agency to perform specified public works projects, to make available upon written request from a joint labor-management committee, a multiemployer Taft-Hartley trust fund, or a specified tax-exempt organization specified public works records in their possession, including requests for bids and submitted bid documents, inspection and work logs, and funding documentation.

Subject: Records

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

Introduced: 02/13/2024

Status: 03/21/2024 - Referred to Com. on J., E.D., & E.

Location: 03/21/2024 - Assembly Jobs, Economic Development, and the Economy

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: 04/01/2024 - In committee: Set, first hearing. Hearing canceled at the request of author.

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

Introduced: 02/13/2024

Last Amended: 03/21/2024

Status: 04/01/2024 - Re-referred to Com. on JUD.

Hearing: 04/09/2024

Location: 03/21/2024 - Assembly Judiciary

Summary: Current law authorizes a city, county, or city and county auditor or controller to maintain a whistleblower hotline to receive calls from persons who have information regarding fraud, waste, or abuse by local government employees, as specified. Current law authorizes the county auditor to refer calls received on the whistleblower hotline to the appropriate government authority for review and possible investigation. During the initial review of a call, existing law requires the auditor, controller, or other appropriate governmental agency to hold in confidence information disclosed through the whistleblower hotline, as specified. Upon receiving specific information that an employee or local government has engaged in an improper activity, as defined, existing law authorizes a city or county auditor to conduct an investigative audit of the matter, as specified. This bill would expand the above-described duties and authorizations to the auditor's or controller's designee, as specified.

Subject: Miscellaneous

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) Zero-emission schoolbus replacement grants: private contractors.

Introduced: 02/13/2024

Last Amended: 03/20/2024

Status: 03/21/2024 - Re-referred to Com. on TRANS.

Location: 03/04/2024 - Assembly Transportation

Summary: Current law appropriates, for the 2023–24 fiscal year, \$375,000,000 from the General Fund to the State Air Resources Board for the Hybrid and Zero-Emission Truck and Voucher Incentive Project to fund grants to local educational agencies, as defined, for zero-emission schoolbuses to replace heavy-duty internal combustion schoolbuses owned by local educational agencies, as specified, and \$125,000,000 from the General Fund to the State Energy Resources Conservation and Development Commission to fund grants to local educational agencies for zero-emission schoolbus charging or fueling infrastructure and related activities, including, but not limited to, charging or fueling stations, equipment, site design, construction, and related infrastructure upgrades, in order to complement those vehicle investments, as specified. This bill would include, for the definition of a local educational agency for purposes of these provisions, a private contractor with ownership of title for a schoolbus that is used to provide transportation services for a school district, county office of education, or charter school, as provided.

Subject: Funding

AB 2489 (Ward, D) Local agencies: contracts for special services and temporary help.

Introduced: 02/13/2024

Last Amended: 03/21/2024

Status: 04/01/2024 - Re-referred to Com. on P.E. & R.

Location: 03/21/2024 - Assembly Public Employment and Retirement

Summary: Current law relating to the government of counties authorizes a county board of supervisors to contract for certain types of special services on behalf of the county, any county officer or department, or any district or court in the county. Current law requires those special services contracts to be with persons who are specially trained, experienced, expert, and competent to perform those services. This bill would require the board or a representative, at least 10 months before beginning a procurement process to contract with persons for special services that are currently, or were in the previous 10 years, performed by employees of the county represented by an employee organization, to notify, in writing, the exclusive employee representative of the workforce affected by the contract of its determination to begin that process. The bill would require persons with whom the board of supervisors enter into a contract for special services to perform functions that are currently, or were in the previous 10 years, performed by employees of the county, any county officer or department, or any district or court in the county represented by an employee organization to use employees who meet or exceed the minimum qualifications and standards required of bargaining unit civil service employees who perform or performed the same job functions, as specified.

Subject: Public Works

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.

Hearing: 04/03/2024

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

Summary: This bill would revise and recast the jury, court, and victim time off provisions for employees as unlawful employment practices within the California Fair Employment and Housing Act and, thus, within the enforcement authority of the Civil Rights Department. The bill would 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: rail projects.

Introduced: 02/13/2024

Last Amended: 04/01/2024

Status: 04/01/2024 - From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.

Hearing: 04/08/2024

Location: 03/04/2024 - Assembly Natural Resources

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 expand that exemption from CEQA to include a public project for the institution or increase of any rail service, which will be exclusively used by low-emission or zero-emission vehicles, on existing public rights-of-way or existing highway rights-of-way. Because a lead agency would be required to determine the applicability of this exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

Subject: Planning

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

Introduced: 02/13/2024

Status: 03/11/2024 - Referred to Com. on NAT. RES.

Hearing: 04/08/2024

Location: 03/11/2024 - Assembly Natural Resources

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

Introduced: 02/13/2024

Last Amended: 03/18/2024

Status: 03/19/2024 - Re-referred to Com. on TRANS.

Hearing: 04/08/2024

Location: 03/18/2024 - Assembly Transportation

Summary: Current law authorizes the Department of Transportation to offer leases to the City of Los Angeles on a right of first refusal basis for any airspace under a freeway or certain real property acquired for highway purposes located in the city for purposes of an emergency shelter or feeding program for a lease amount, for up to 10 parcels, of \$1 per month, and a payment of an administrative fee not to exceed \$500 per year, as specified. This bill would expand the purposes for which these leases may be issued to include an emergency shelter or feeding program, a secure vehicle lot program, or any combination of those purposes. The bill would define "secure vehicle lot program" to mean the use of the leased property to store a vehicle belonging to a person receiving services from the lessee or other governmental agency for the purpose of relieving homelessness. The bill would also increase the number of parcels that may be leased for \$1 per month to 25 parcels.

Subject: Planning

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

Introduced: 02/13/2024

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

Hearing: 04/15/2024

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: 03/21/2024 - Referred to Coms. on L. GOV. and H. & C.D.

Hearing: 04/10/2024

Location: 03/21/2024 - Assembly Local Government

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

Introduced: 02/14/2024

Last Amended: 03/21/2024

Status: 04/01/2024 - Re-referred to Com. on L. GOV.

Hearing: 04/10/2024

Location: 03/21/2024 - Assembly Local Government

Summary: This bill would require the Governor's Office of Business and Economic Development (GO-Biz) to create and maintain a publicly accessible internet website that contains a landing page with functionality to collect information and report delays and denials in the permitting of electric vehicle service equipment, as specified. The bill would require GO-Biz to establish a working group to evaluate the data it receives from the internet website and direct the working group to determine recommended solutions to address permitting delays. The bill would require, on or before January 1, 2026, GO-Biz to submit to the Legislature and publish on its internet website a comprehensive report regarding the challenges identified throughout the data collection process, as specified. The bill would also require GO-Biz to establish a permit streamlining specialist to assist authorities having jurisdiction with permit delays and denials related to these provisions.

Subject: Reports

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

Introduced: 02/14/2024

Last Amended: 03/11/2024

Status: 03/19/2024 - In committee: Hearing postponed by committee.

Location: 03/11/2024 - Assembly Public Employment and Retirement

Summary: Would require each public agency with bargaining unit vacancy rates exceeding 10% for more than 90 days within the past 180 days to meet and confer with a representative of the recognized employee organization to produce, publish, and implement a plan consisting of specified components to fill all vacant positions within the subsequent 180 days. The bill would require the public agency to present this plan during a public hearing to the governing legislative body and to publish the plan on its internet website for public review for at least one year. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. The bill would also include findings that changes proposed by this bill address a matter of statewide concern.

Subject: Employment

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

Introduced: 02/14/2024

Status: 03/11/2024 - Referred to Com. on H. & C.D.

Location: 03/11/2024 - Assembly Housing and Community Development

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: Pursuant to its authority, 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 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.

Hearing: 04/10/2024

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: 03/18/2024 - Referred to Coms. on PUB. S. and TRANS.

Hearing: 04/09/2024

Location: 03/18/2024 - Assembly Public Safety

Summary: Current law authorizes a law enforcement agency to request the Department of the California Highway Patrol (CHP) to activate the Emergency Alert System within the appropriate area if that agency determines that a child 17 years of age or younger, or an individual with a proven mental or physical disability, has been abducted and is in imminent danger of serious bodily injury or death, and there is information available that, if disseminated to the general public, could assist in the safe recovery of that person. Current law also authorizes the CHP, upon the request of a law enforcement agency, to activate various other alerts for missing individuals meeting certain criteria and alerts following an attack upon a law enforcement officer or a hit-and-run fatality. This bill, if the CHP activates one of the above-mentioned 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

Last Amended: 03/21/2024

Status: 04/01/2024 - Re-referred to Com. on TRANS.

Hearing: 04/08/2024

Location: 03/04/2024 - Assembly Transportation

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

Subject: Tolling

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

Introduced: 02/14/2024

Last Amended: 03/18/2024

Status: 03/19/2024 - Re-referred to Com. on TRANS.

Hearing: 04/08/2024

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 existing state laws, by operation of their provisions, become inoperative on the date the federal authorization expires. Current state law also repeals these provisions on September 30, 2025. This bill would extend the repeal date of these provisions until January 1, 2027.

Subject: Planning

AB 2697 **(Irwin, D) Transportation electrification: electric vehicle charging infrastructure.**

Introduced: 02/14/2024

Last Amended: 03/19/2024

Status: 04/01/2024 - In committee: Hearing postponed by committee.

Hearing: 04/15/2024

Location: 03/11/2024 - Assembly Transportation

Summary: Would require the State Energy Resources Conservation and Development Commission (Energy Commission) to develop network roaming requirements for electric vehicle chargers and charging station networks by January 1, 2026, that would apply to the charging network of owners or operators of electric vehicle charging stations that received an incentive from a state agency or through a charge on ratepayers, as specified. The bill would repeal this requirement on January 1, 2035.

Subject: Zero Emission

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

Introduced: 02/14/2024

Last Amended: 03/21/2024

Status: 04/01/2024 - Re-referred to Com. on TRANS.

Hearing: 04/15/2024

Location: 03/21/2024 - Assembly Transportation

Summary: Existing law vests the Department of Transportation with full possession and control of all state highways. Existing law describes the authorized routes in the state highway system, including that for Route 405 from Route 5 near El Toro to Route 5 near San Fernando. This bill would specify that Route 405 from Bolsa Chica Road to Magnolia Street in the County of Orange shall be known and designated as the Little Saigon Freeway, and would require the department to determine the cost of appropriate signs showing that special designation and, upon receiving donations from nonstate sources sufficient to cover the cost, to erect those signs, as specified.

Subject: Miscellaneous

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

Introduced: 02/14/2024

Last Amended: 03/21/2024

Status: 04/01/2024 - Re-referred to Com. on L. GOV.

Hearing: 04/10/2024

Location: 03/11/2024 - Assembly Local Government

Summary: This bill, for a residential, commercial, or other development project that is exempt from minimum automobile parking requirements and located within a preferential parking area, would require the development project to be excluded from the boundaries of the preferential parking area and would prohibit the local authority, as defined, from issuing any permit to the residents, vendors, or visitors of the development project that grants preferential parking privileges. The bill would also authorize a local authority to issue permits to residents, vendors, and visitors of the development project that is within the boundaries of a preferential parking area if the local authority makes written findings that including the development project would not have a substantially negative impact on the preferential parking area, as specified. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

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: 04/01/2024 - VOTE: Do pass and be re-referred to the Committee on [Appropriations] with recommendation: To Consent Calendar (PASS)

Location: 04/01/2024 - Assembly Appropriations

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

Introduced: 02/15/2024

Status: 04/01/2024 - Referred to Com. on TRANS.

Location: 04/01/2024 - Assembly Transportation

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: 04/01/2024 - In committee: Hearing postponed by committee.

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 2751 **(Haney, D) Employer communications during nonworking hours.**

Introduced: 02/15/2024

Last Amended: 03/21/2024

Status: 04/01/2024 - Re-referred to Com. on L. & E.

Location: 03/21/2024 - Assembly Labor and Employment

Summary: This bill would require a public or private employer to establish a workplace policy that provides employees the right to disconnect from communications from the employer during nonworking hours, except as specified. The bill would define the "right to disconnect" to mean that, except for an emergency or for scheduling, as defined, an employee has the right to ignore communications from the employer during nonworking hours. The bill would require nonworking hours to be established by written agreement between an employer and employee. The bill would authorize an employee to file a complaint of a pattern of violation of the bill's provisions with the Labor Commissioner, punishable by a specified civil penalty.

Subject: Employment

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

Introduced: 02/15/2024

Last Amended: 04/01/2024

Status: 04/01/2024 - From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.

Hearing: 04/10/2024

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: 03/11/2024 - Referred to Coms. on TRANS. and NAT. RES.

Location: 03/11/2024 - Assembly Transportation

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: 03/18/2024 - Referred to Coms. on TRANS. and P. & C.P.

Hearing: 04/15/2024

Location: 03/18/2024 - Assembly Transportation

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 (Aguilar-Curry, D) Government Investment Act.

Introduced: 02/15/2024

Status: 04/01/2024 - Referred to Com. on L. GOV.

Location: 04/01/2024 - Assembly Local Government

Summary: 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: 03/11/2024 - Referred to Coms. on TRANS. and NAT. RES.

Hearing: 04/15/2024

Location: 03/11/2024 - Assembly Transportation

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: 04/01/2024 - VOTE: Do pass and be re-referred to the Committee on [Appropriations] with recommendation: To Consent Calendar (PASS)

Location: 04/01/2024 - Assembly Appropriations

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

Subject: Planning

AB 2824 (McCarty, D) Battery: public transportation provider.

Introduced: 02/15/2024

Last Amended: 03/21/2024

Status: 04/01/2024 - Re-referred to Com. on PUB. S.

Location: 03/21/2024 - Assembly Public Safety

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 expand this crime to apply to an employee or contractor of a public transportation provider.

Subject: Safety and Security

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

Introduced: 02/15/2024

Last Amended: 03/18/2024

Status: 03/19/2024 - Re-referred to Com. on REV. & TAX.

Hearing: 04/08/2024

Location: 03/18/2024 - Assembly Revenue and Taxation

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

Subject: Funding

AB 2855 (Flora, R) Skilled and trained workforce requirements.

Introduced: 02/15/2024

Last Amended: 03/21/2024

Status: 04/01/2024 - Re-referred to Com. on L. & E.

Location: 03/21/2024 - Assembly Labor and Employment

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. This bill would exempt from these requirements a contractor or subcontractor that is subject to a valid collective bargaining agreement requiring participation in a state-approved apprenticeship program provided that the contractor or subcontractor performs only work within the scope of that agreement and provides a declaration verifying the existence of that agreement. The bill would make its provisions severable.

Subject: Employment

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

Introduced: 02/15/2024

Status: 03/21/2024 - Referred to Com. on TRANS.

Hearing: 04/08/2024

Location: 03/21/2024 - Assembly Transportation

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.

Hearing: 04/08/2024

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 2895 (Gipson, D) Tax administration.

Introduced: 02/15/2024

Last Amended: 03/18/2024

Status: 03/19/2024 - Re-referred to Com. on REV. & TAX.

Location: 03/18/2024 - Assembly Revenue and Taxation

Summary: Current law establishes the California Department of Tax and Fee Administration (CDTFA) in the Government Operations Agency to administer specified taxes. Current law establishes in state government the Office of Tax Appeals (OTA) to conduct tax appeals hearings. Existing law requires that the director of the OTA administer and direct the day-to-day operations of the office, including that each hearing office is sufficiently staffed and that appeals hearings are heard and resolved in a timely and efficient manner. Current law prohibits the director from being involved in the decision making process of tax appeals panels. This bill would establish in the Government Operations Agency the California Department of Tax and Fee Board and the Office of Tax Appeals Board to control the CDTFA and the OTA, respectively, as specified. The bill would require each board to consist of the Controller, Director of Finance, and Chairperson of the State Board of Equalization.

Subject: Funding

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

Introduced: 02/15/2024

Status: 03/11/2024 - Referred to Com. on U. & E.

Location: 03/11/2024 - Assembly Utilities and Energy

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 2945 **(Alvarez, D) Reconnecting Communities Redevelopment Act.**

Introduced: 02/16/2024

Last Amended: 03/21/2024

Status: 04/01/2024 - Re-referred to Com. on L. GOV.

Location: 03/21/2024 - Assembly Local Government

Summary: The California Constitution, with respect to any taxes levied on taxable property in a redevelopment project established under the Community Redevelopment Law, as it then read or may be amended, authorizes the Legislature to provide for the division of those taxes under a redevelopment plan between the taxing agencies and the redevelopment agency, as provided. Existing law dissolved redevelopment agencies as of February 1, 2012, and designates successor agencies to act as successor entities to the dissolved redevelopment agencies. This bill, the Reconnecting Communities Redevelopment Act, would authorize a city or county, or two or more cities acting jointly, to propose the formation of a reconnecting communities investment agency by adoption of a resolution of intention that meets specified requirements, including that the resolution of intention include a passthrough provision and an override passthrough provision, as defined. The bill would require the city or county to submit that resolution to each affected taxing entity and would authorize an entity that receives that resolution to elect to not receive a passthrough payment, as provided.

Subject: Miscellaneous

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

Introduced: 02/16/2024

Status: 03/11/2024 - Referred to Com. on TRANS.

Location: 03/11/2024 - Assembly Transportation

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

Introduced: 02/16/2024

Last Amended: 03/18/2024

Status: 03/19/2024 - Re-referred to Com. on P.E. & R.

Location: 03/18/2024 - Assembly Public Employment and Retirement

Summary: This bill would require a retirement system established under CERL, upon determining that the compensation reported for a member is disallowed compensation, to require the employer, as defined, to discontinue reporting the disallowed compensation. The bill would require, for an active member, the retirement system to credit all contributions made on the disallowed compensation against future contributions to the benefit of the employer that reported the disallowed compensation, and return any contribution paid by, or on behalf of, that member, to the member by the employer that reported the disallowed compensation, except in certain circumstances in which a system has already initiated a process, as defined, to recalculate compensation. The bill would require the system, for a retired member, survivor, or beneficiary whose final compensation was predicated upon the disallowed compensation, to credit the contributions made on the disallowed compensation against future contributions, to the benefit of the employer that reported the disallowed compensation, and to permanently adjust the benefit of the affected retired member, survivor, or beneficiary to reflect the exclusion of the disallowed compensation.

Subject: Employment

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

Introduced: 02/16/2024

Status: 03/11/2024 - Referred to Com. on TRANS.

Location: 03/11/2024 - Assembly Transportation

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

Introduced: 02/16/2024

Last Amended: 03/21/2024

Status: 04/01/2024 - Re-referred to Com. on TRANS.

Hearing: 04/15/2024

Location: 03/21/2024 - Assembly Transportation

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

Subject: Employment

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

Introduced: 02/16/2024

Status: 03/11/2024 - Referred to Com. on TRANS.

Location: 03/11/2024 - 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 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: 03/21/2024 - Referred to Coms. on H. & C.D. and L. GOV.

Location: 03/21/2024 - Assembly Housing and Community Development

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: 03/11/2024 - Referred to Com. on L. & E.

Location: 03/11/2024 - Assembly Labor and Employment

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 3214 **(Fong, Mike, D) Public transit: advertising.**

Introduced: 02/16/2024

Last Amended: 03/21/2024

Status: 04/01/2024 - Re-referred to Com. on TRANS.

Location: 03/21/2024 - Assembly Transportation

Summary: Current law creates various transit districts with specified powers and duties related to providing public transit services. This bill would require the state, to the extent feasible, to prioritize using advertising space offered by a public transit operator over other advertising space for a public awareness campaign, as specified.

Subject: Miscellaneous

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

Introduced: 02/16/2024

Last Amended: 03/11/2024

Status: 03/12/2024 - Re-referred to Com. on TRANS.

Location: 03/11/2024 - Assembly Transportation

Summary: Pursuant to its authority, 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 provide that the requirements of the Advanced Clean Fleets Regulation do not apply to the purchase by a local government of vehicles with a gross vehicle weight rating greater than 8,500 pounds if the price of the zero-emission version of a vehicle is more than an unspecified percentage of the price of a comparable internal combustion engine version of that vehicle.

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: 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. Current law requires the Office of Planning and Research to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law creates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards, to conduct research into the causes of and solution to air pollution, and to systematically attack the serious problem caused by motor vehicles, which is the major source of air pollution in many areas of the state. Existing law authorizes the state board to do those acts as may be necessary for the proper execution of the powers and duties granted to, and imposed upon, the state board. This bill would require the state board, by January 1, 2026, to conduct and submit to the Legislature a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to CEQA.

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.

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: 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: automated decision systems: AI risk management standards.

Introduced: 01/03/2024

Last Amended: 04/01/2024

Status: 04/01/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on G.O.

Hearing: 04/09/2024

Location: 02/14/2024 - Senate Governmental Organization

Summary: This bill would require the Department of Technology to develop and adopt regulations to create an artificial intelligence (AI) risk management standard, consistent with publications regarding AI risk management, and in accordance with the provisions of the Administrative Procedure Act. The bill would require the AI risk management standard to include a detailed risk assessment procedure for procuring automated decision systems (ADS), methods for appropriate risk controls, and adverse incident monitoring procedures. The bill would require the department to collaborate with specified organizations to develop the AI risk management standard. This bill would, commencing on the date on which the regulations described in the paragraph above are approved and final, prohibit a state agency from entering into a contract for an ADS, or any service that utilizes an ADS, unless the contract includes a clause that, among other things, provides a completed risk assessment of the relevant ADS, requires adherence to appropriate risk controls, and provides procedures for adverse incident monitoring.

Subject: Public Works

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

Introduced: 01/03/2024

Status: 03/14/2024 - Set for hearing April 9.

Hearing: 04/09/2024

Location: 02/14/2024 - Senate Governmental Organization

Summary: Current law requires the Secretary of Government Operations to develop a coordinated plan to, among other things, investigate the feasibility of, and obstacles to, developing standards and technologies for state departments to determine digital content provenance. For the purpose of informing that coordinated plan, current law requires the secretary to evaluate, among other things, the impact of the proliferation of deepfakes, defined to mean audio or visual content that has been generated or manipulated by artificial intelligence that would falsely appear to be authentic or truthful and that features depictions of people appearing to say or do things they did not say or do without their consent, on state government, California-based businesses, and residents of the state. 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, as prescribed.

Subject: Reports

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

Introduced: 01/04/2024

Last Amended: 03/21/2024

Status: 03/21/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

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 if that initiative complies with certain requirements. The bill would require the board of supervisors of the Counties of Sonoma and Marin to call a special election on a tax measure proposed by the district's board of directors or a qualified voter initiative in their respective counties, as specified.

Subject: Miscellaneous

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

Introduced: 01/09/2024

Last Amended: 04/01/2024

Status: 04/01/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.

Hearing: 04/03/2024

Location: 02/21/2024 - Senate Local Government

Summary: This bill would prohibit an autonomous vehicle service, that 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 enacting an ordinance in regard to autonomous vehicle services within that jurisdiction. The bill would require each city, county, or city and county that enacts an ordinance to include certain provisions within that ordinance. These would include a policy for entry into the business of providing autonomous vehicle services including a permitting program that includes, among other things, the establishment of reasonable vehicle caps and hours of service restrictions. This bill contains other related provisions and other existing laws.

Subject: Transit

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

Introduced: 01/16/2024

Last Amended: 03/18/2024

Status: 03/18/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Location: 01/16/2024 - Senate Rules

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

Subject: Miscellaneous

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

Introduced: 01/16/2024

Last Amended: 03/19/2024

Status: 03/19/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Hearing: 04/09/2024

Location: 01/16/2024 - Senate Rules

Summary: Would require the California Transportation Commission and the Energy Commission to jointly convene the Zero-Emission Freight Central Delivery Team, composed of representatives from various state agencies, to lead the statewide coordination of zero-emission freight infrastructure planning and implementation, including carrying out specified actions. The bill would require the Zero-Emission Freight Central Delivery Team, in consultation with the California Transportation Commission and the Energy Commission, to submit an annual report to the Legislature beginning March 1, 2026, that includes, among other things, a description of the actions taken by the Zero-Emission Freight Central Delivery Team in the previous calendar year.

Subject: Reports

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

Introduced: 01/17/2024

Last Amended: 02/20/2024

Status: 03/15/2024 - Set for hearing April 17.

Hearing: 04/17/2024

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

Last Amended: 03/19/2024

Status: 03/19/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.

Hearing: 04/03/2024

Location: 02/21/2024 - Senate Local Government

Summary: Would require the Office of Planning and Research, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies to develop and construct infrastructure projects, as defined. The bill would authorize the office to provide funding for up to 20% of a project's total cost, as specified. The bill would require the office to develop guidelines and criteria to implement the program. The bill would make these provisions operative January 1, 2027.

Subject: Funding

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

Introduced: 01/23/2024

Status: 04/01/2024 - April 9 hearing postponed by committee.

Hearing: 04/23/2024

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: 03/12/2024 - From committee: Do pass and re-refer to Com. on APPR with recommendation: To consent calendar. (Ayes 16. Noes 0.) (March 12). Re-referred to Com. on APPR.

Location: 03/12/2024 - Senate Appropriations

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: 03/21/2024

Status: 03/21/2024 - Read second time and amended. Re-referred to Com. on RLS.

Location: 03/19/2024 - Senate Rules

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: 03/19/2024 - March 19 set for first hearing. Failed passage in committee. (Ayes 1. Noes 0.) Reconsideration granted.

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: 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.

Subject: Transit

SB 1031 (**Wiener, D**) **San Francisco Bay area: local revenue measure: transportation improvements.**

Introduced: 02/06/2024

Last Amended: 03/18/2024

Status: 03/18/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Location: 02/06/2024 - Senate Rules

Summary: This bill would authorize the Metropolitan Transportation Commission to raise and allocate new revenue and incur and issue bonds and other indebtedness, as specified. The bill would authorize the commission to impose a retail transactions and use tax, a regional payroll tax, a parcel tax, and a regional vehicle registration surcharge in all or a subset of the 9 counties of the San Francisco Bay area. The bill would require the parcel tax to be collected by counties and the other 3 taxes to be collected by specified state agencies, and would require the net revenues from those taxes to be remitted to the commission, as prescribed. The bill would require the revenue generated pursuant to these provisions to be used for transportation improvements in the San Francisco Bay area, including for various transit purposes, and would require the commission to distribute those revenues in accordance with specified requirements and expressions of legislative intent. By adding to the duties of local officials with respect to elections procedures for revenue measures on behalf of the commission, this bill would impose a state-mandated local program.

Subject: Funding

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

Introduced: 02/06/2024

Status: 03/20/2024 - Set for hearing April 2.

Hearing: 04/02/2024

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

Last Amended: 03/14/2024

Status: 03/14/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

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 when contracting for the planning, design, and construction of the connection. The bill would additionally authorize the contracts of the authority to extend to work on the state highway system for the construction of passenger rail service through the Altamont Pass Corridor.

Subject: Public Works

SB 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: 03/19/2024 - Set for hearing April 10.

Hearing: 04/10/2024

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

Last Amended: 03/20/2024

Status: 03/20/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

Hearing: 04/09/2024

Location: 02/21/2024 - Senate Transportation

Summary: This bill would require the Secretary of Transportation to provide guidance and recommendations to, and coordination between, stakeholders as necessary to ensure the performance of the LOSSAN Rail Corridor, as specified. This bill would also require the Secretary of Transportation, in consultation with the Director of Transportation, the California Transportation Commission, the Secretary for Environmental Protection, and the Secretary of the Natural Resources Agency, to submit a report to the Legislature on or before January 1, 2026, regarding the LOSSAN Rail Corridor that includes specified information.

Subject: Transit

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

Introduced: 02/13/2024

Last Amended: 03/18/2024

Status: 03/18/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Location: 02/13/2024 - Senate Rules

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

Subject: Surplus Land

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

Introduced: 02/13/2024

Status: 03/20/2024 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (March 20). Re-referred to Com. on APPR.

Hearing: 04/08/2024

Location: 03/20/2024 - Senate Appropriations

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

Subject: Environment

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

Introduced: 02/14/2024

Last Amended: 03/21/2024

Status: 03/21/2024 - Read second time and amended. Re-referred to Com. on E.Q.

Hearing: 04/24/2024

Location: 03/20/2024 - Senate Environmental Quality

Summary: Existing law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district to finance public capital facilities or other specified projects, with a governing body referred to as the public financing authority, by adopting a resolution of intention to establish the proposed district. Existing 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 revise and recast those provisions by, among other things, requiring the public financing authority to hold a meeting and 2 public hearings, as specified. The bill would remove the requirement that annual report notices be mailed by first-class mail. This bill contains other related provisions and other existing laws.

Subject: Planning

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

Introduced: 02/14/2024

Status: 03/20/2024 - From committee: Do pass and re-refer to Com. on TRANS. (Ayes 5. Noes 0.) (March 20). Re-referred to Com. on TRANS.

Location: 03/20/2024 - Senate Transportation

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

Last Amended: 03/20/2024

Status: 03/20/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.

Hearing: 04/03/2024

Location: 02/21/2024 - Senate Environmental Quality

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

Subject: Environment

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

Introduced: 02/14/2024

Last Amended: 04/01/2024

Status: 04/01/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on L., P.E. & R.

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

Summary: Existing 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. Existing law requires the enforceable commitment to provide that the contractor, bidder, or other entity will provide to the public entity or other awarding body a report on a monthly basis demonstrating its compliance with these requirements. This bill would additionally require the enforceable commitment to provide that the above-described report will include the date of birth of each worker.

Subject: Employment

SB 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.

Subject: Funding

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

Introduced: 02/15/2024

Status: 03/26/2024 - Set for hearing April 10.

Hearing: 04/10/2024

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. The bill would require that grants made from any funding received from next generation battery hub programs 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: 03/14/2024 - Set for hearing April 9.

Hearing: 04/09/2024

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

Introduced: 02/15/2024

Status: 03/08/2024 - Set for hearing April 3.

Hearing: 04/03/2024

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 1260 **(Niello, R) High-speed rail: third-party analysis.**

Introduced: 02/15/2024

Last Amended: 03/19/2024

Status: 03/20/2024 - Withdrawn from committee. Re-referred to Com. on RLS.

Location: 03/20/2024 - Senate Rules

Summary: The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Current law requires the authority, no later than 90 days before the submittal to the Legislature and the Governor of the initial request for appropriation of proceeds of specified bonds authorized for any eligible capital costs on each corridor, or usable segment of a corridor, to approve and submit to the Director of Finance, a specified independent peer review group, and the transportation policy committees and fiscal committees of the Legislature, a detailed funding plan for that corridor or a usable segment of that corridor, as provided. This bill would require the High-Speed Rail Authority, or its successor, to approve and submit an independent third-party analysis, as contracted by the California State Auditor, of the high-speed train system to the Director of Finance, the independent peer review group, and the policy committees with jurisdiction over transportation matters and the fiscal committees of both houses of the Legislature. The bill would require the third-party analysis to include a determination of the economic and financial justification for the high-speed train system.

Subject: Transit

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

Introduced: 02/15/2024

Last Amended: 03/20/2024

Status: 03/26/2024 - Set for hearing April 9.

Hearing: 04/09/2024

Location: 02/29/2024 - Senate 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 classifies electric bicycles into 3 classes with different restrictions. Current law requires manufacturers and distributors of electric bicycles to apply a label that is permanently affixed to each electric bicycle that contains, among other things, the classification number and motor wattage of the electric bicycle, as specified. This bill would clarify that an electric bicycle is a bicycle equipped with fully operable pedals and an electric motor with continuous rated mechanical power of not more than 750 watts. The bill would, 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 the highest classes of which it is capable of operating.

Subject: Active Transportation

SB 1279 **(Niello, R) State financed projects: state competitive grant programs.**

Introduced: 02/15/2024

Last Amended: 03/18/2024

Status: 03/18/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Location: 02/15/2024 - Senate Rules

Summary: Current law authorizes a governmental agency to solicit proposals and enter into agreements with private entities for the design, construction, or reconstruction of, and to lease to private entities, specified types of fee-producing infrastructure projects. Current law prohibits a state agency or specified governmental agencies from using this authorization to design, construct, finance, or operate a state project, defined as including tollroads, state water projects, state park and recreation projects, and state-financed projects. This bill would exclude state-financed projects from the definition of "state projects" and would authorize a state-financed project to pursue, and receive, if selected, state competitive grants or other allocations from programs for which the project is eligible, including, but not limited to, any of specified programs, including, among others, the program commonly known as the Trade Corridor Enhancement Program.

Subject: Funding

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

Introduced: 02/15/2024

Status: 03/26/2024 - Set for hearing April 9.

Hearing: 04/09/2024

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: 03/14/2024 - Set for hearing April 9.

Hearing: 04/09/2024

Location: 02/29/2024 - Senate Governmental Organization

Summary: Would authorize a state or local agency, as defined, 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

Last Amended: 03/20/2024

Status: 03/21/2024 - April 16 hearing postponed by committee. Withdrawn from committee. Re-referred to Com. on RLS.

Location: 03/21/2024 - Senate Rules

Summary: The California Fair Employment and Housing Act prohibits various forms of employment discrimination and empowers the Civil Rights Department to investigate and prosecute complaints alleging unlawful practices. Current law makes it unlawful for an employer with five or more employees to, among other things, include on any application for employment, before the employer makes a conditional offer of employment to the applicant, any question that seeks the disclosure of an applicant's conviction history, except as provided. This bill 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.

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: 03/08/2024 - Set for hearing April 3.

Hearing: 04/03/2024

Location: 02/29/2024 - Senate Environmental Quality

Summary: This bill would require the State Air Resources 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: 03/26/2024 - Set for hearing April 9.

Hearing: 04/09/2024

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

Last Amended: 03/21/2024

Status: 03/21/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E. & C.A.

Hearing: 04/02/2024

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

Summary: This bill would require the Secretary of State to increase the yearly fee currently charged per year for each lobbyist required to be listed on a lobbying firm or lobbyist employer registration statement, and it would further require the Secretary of State to impose an additional fee, to be established by the commission, to lobbying firms and lobbyist employers to offset costs associated with conducting audits and field investigations. A portion of the latter 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 and placement agents, lobbyist employers of placement agents, and lobbying firms with placement agents, as specified, from being selected for audit. Additionally, this bill would require the commission to adopt regulations or policies that would ensure the operational independence of the commission's audit personnel from the 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.

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: expedited review.

Introduced: 02/16/2024

Last Amended: 03/18/2024

Status: 03/18/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.

Hearing: 04/03/2024

Location: 02/29/2024 - Senate Local Government

Summary: Current law requires a hydrogen-fueling station to meet certain requirements, including any rules established by the State Air Resources Board, Energy Commission, or Department of Food and Agriculture regarding safety, reliability, weights, and measures. This bill would modify the definition of "hydrogen-fueling station" to mean the equipment and supporting components, including hydrogen-refueling canopies, used to store and dispense hydrogen fuel to vehicles according to industry codes and standards that are open to the public. This bill would modify the requirements a hydrogen-fueling station must meet to include all applicable state laws and regulations pertaining to hydrogen fueling, including any rules established by the State Air Resources Board, Energy Commission, or Department of Food and Agriculture regarding safety, reliability, weights, and measures.

Subject: Zero Emission

SB 1420 (Caballero, D) Hydrogen.

Introduced: 02/16/2024

Last Amended: 03/20/2024

Status: 03/20/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.

Hearing: 04/03/2024

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, as provided.

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.

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 cochairs 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, as defined, within view of public highways. The act exempts from its provisions certain advertising displays. 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: 03/15/2024 - Set for hearing April 3.

Hearing: 04/03/2024

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, as defined, in exchange for the retailer locating or continuing to maintain a place of business that serves as the place of sale, as defined, 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 1497 (Menjivar, D) Polluters Pay Climate Cost Recovery Act of 2024.

Introduced: 02/16/2024

Last Amended: 03/20/2024

Status: 03/20/2024 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Location: 02/16/2024 - Senate Rules

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

Subject: Environment

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

Introduced: 02/16/2024

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

Location: 02/16/2024 - Senate Rules

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

Subject: Public Works

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

Introduced: 05/01/2023

Last Amended: 06/26/2023

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

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

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

Subject: Employment

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

Introduced: 06/05/2023

Last Amended: 06/27/2023

Status: 01/12/2024 - Chaptered by Secretary of State. Res. 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