

**STA Bill Matrix  
Legislation as of February 22, 2023**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 9</a> <a href="#">Muratsuchi</a> D</p> <p>California Global Warming Solutions Act of 2006: emissions limit.</p>	<p>1/26/2023-A. NAT. RES. 1/26/2023- Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Under the act, the state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 16</a> <a href="#">Dixon</a> R</p> <p>Motor Vehicle Fuel Tax Law: adjustment suspension.</p>	<p>12/5/2022-A. PRINT 12/6/2022- From printer. May be heard in committee January 5.</p>	<p>The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 53</a> <a href="#">Fong, Vince</a> R</p> <p>Motor Vehicle Fuel Tax Law: suspension of tax.</p>	<p>12/5/2022-A. PRINT 12/6/2022- From printer. May be heard in committee January 5.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 69</a> <a href="#">Waldron</a> R</p>	<p>2/2/2023-A. TRANS. 2/2/2023-</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the</p>	

<p>Transportation: traffic signal synchronization: roadway improvement projects.</p>	<p>Referred to Com. on TRANS.</p>	<p>statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law authorizes moneys in the fund to be allocated, as specified, for an investment in a traffic signal synchronization component that is part of a sustainable infrastructure project if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect. This bill would additionally authorize moneys in the fund to be allocated for an investment in a traffic signal synchronization component that is part of a roadway improvement project requiring multiple signals, including, but not limited to, multimodal redevelopment projects, rail trail projects, urban renewal projects, or a project near transit facilities, if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect. This bill contains other existing laws.</p>	
<p><a href="#">AB 241 Reyes</a> D  Clean Transportation Program.</p>	<p>1/13/2023-A. PRINT 1/14/2023-From printer. May be heard in committee February 13.</p>	<p>The California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 creates the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. This bill would state the intent of the Legislature to enact future legislation related to the Clean Transportation Program.</p>	
<p><a href="#">AB 400 Rubio, Blanca</a> D  Local agency design-build projects: authorization.</p>	<p>2/9/2023-A. L. GOV. 2/9/2023-Referred to Com. on L. GOV.</p>	<p>Existing law authorizes local agencies, as defined, to use the design-build procurement process for specified types of projects, as prescribed. Existing law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing the use of the design-build procurement process are repealed on January 1, 2025. This bill would remove the January 1, 2025, repeal date, thereby making these provisions operative indefinitely. By extending the design-build authorization, the bill would expand the crime of perjury, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 463 Hart</a> D  Electricity: prioritization of service: public transit vehicles.</p>	<p>2/17/2023-A. U. &amp; E. 2/17/2023-Referred to Com. on U. &amp; E.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law requires the commission to establish priorities among the types or categories of customers of every electrical corporation and every gas corporation, and among the uses of electricity or gas by those customers, to determine which of those customers and uses provide the most important public benefits and serve the greatest public need, and to categorize all other customers and uses in order of descending priority based on these standards. Existing law requires the commission, in establishing those priorities, to consider, among other things, the economic, social, and other effects of a temporary discontinuance in electrical or gas service to certain customers or for certain uses, as specified. If an electrical or gas corporation experiences a shortage of capacity or capability and is unable to meet all demands by its customers, existing law requires the commission to order that service be temporarily reduced by an amount that</p>	

		reflects the established priorities for the duration of the shortage. This bill would require the commission, in establishing those priorities, to also consider the economic, social equity, and mobility impacts of a temporary discontinuance in electrical service to the customers that rely on electrical service to operate public transit vehicles. This bill contains other related provisions and other existing laws.	
<a href="#">AB 744</a> <a href="#">Carrillo, Juan</a> D	2/13/2023- A. PRINT 2/14/2023- From printer. May be heard in committee March 16.	Existing law establishes the California Transportation Commission in the Transportation Agency. Existing law vests the California Transportation Commission with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. Upon the appropriation of funds by the Legislature, this bill would require the commission to acquire public domain or procure commercially available or open-source licensed solutions for data, modeling, and analytic software tools to support the state's sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate change strategies and goals. The bill would require the commission to provide access to the data, modeling, and analytic software tools to state and local agencies, as specified. This bill contains other related provisions and other existing laws.	California Transportation Commission: data, modeling, and analytic software tools procurement.
<a href="#">AB 752</a> <a href="#">Rubio, Blanca</a> D	2/13/2023- A. PRINT 2/14/2023- From printer. May be heard in committee March 16.	Existing law establishes the Department of Transportation and provides that the department has full possession and control of all state highways and property and rights in property acquired for state highway purposes. Existing law authorizes the department to construct, improve, and maintain state highways. This bill would require the department to require, when certain criteria are met, the use of barriers and other devices placed between workers and motorized traffic for all construction, utility work, maintenance, and repair activities on state highways. The bill would require the department to require alternative methods to protect workers if the department determines that the barriers and other devices, described above, are not required. This bill contains other related provisions and other existing laws.	State highways: worker safety.
<a href="#">AB 914</a> <a href="#">Friedman</a> D	2/14/2023- A. PRINT 2/15/2023- From printer. May be heard in committee March 17.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Under existing law, it is the policy of the state that each electrical corporation operate its electric distribution grid in its service territory, including owning, controlling, operating, managing, maintaining, planning, engineering, designing, and constructing its own electrical distribution grid, and do so in a safe, reliable, efficient, and cost-effective manner. Existing law requires each electrical corporation to continue to make reasonable investments in its electric distribution grid and requires that each electrical corporation continue to have a reasonable opportunity to fully recover those costs from its customers in a manner determined by the commission. This bill would state the intent of the Legislature to enact subsequent legislation to optimize electric distribution grid planning in support of building and transportation electrification.	Electric distribution grid planning: building and transportation electrification.
<a href="#">AB 981</a> <a href="#">Friedman</a> D	2/15/2023- A. PRINT 2/16/2023- From printer. May be heard in committee March 18.	Existing law vests the Department of Transportation with full possession and control of all state highways. Existing law requires the department to improve and maintain the state highways. This bill would require the department to complete 10 pilot highway maintenance and rehabilitation demonstration projects that result in significantly reduced emissions of greenhouse gases. The bill would require that the projects use end-to-end recycled concrete and materials and close the sections of highway impacted by the projects to through traffic in order to promote safety and increase efficiency. The bill would authorize the department to provide free transit passes to travelers who cannot use a section of a highway that is closed as a result of a project. The bill would require the department, upon completing the projects, to submit a report to the Legislature on the effectiveness, and the total emissions of greenhouse gases reduced as a result, of the projects.	State highways: pilot highway maintenance and rehabilitation demonstration projects.

<p><a href="#">AB 1374</a> <a href="#">Alvarez</a> D</p> <p>Greenhouse Gas Reduction Fund: investment plan.</p>	<p>2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the fund. Existing law requires the investment plan to allocate, among other things, a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities and an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state. This bill would increase those amounts from 25% to 50% and from 5% to 15%.</p>	
<p><a href="#">AB 1385</a> <a href="#">Garcia</a> D</p> <p>Local transportation funds: transit operators.</p>	<p>2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas. This bill would make a nonsubstantive change to the provision relating to operator eligibility in urbanized areas based on the farebox ratio.</p>	
<p><a href="#">AB 1464</a> <a href="#">Connolly</a> D</p> <p>Toll Bridges: Richmond-San Rafael Bridge.</p>	<p>2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.</p>	<p>Existing law establishes state-owned toll bridges within the geographic jurisdiction of the Metropolitan Transportation Commission, including the Richmond-San Rafael Bridge. This bill would state the intent of the Legislature to enact subsequent legislation to improve traffic flow on the Richmond-San Rafael Bridge.</p>	
<p><a href="#">AB 1484</a> <a href="#">Zbur</a> D</p> <p>Temporary public employees.</p>	<p>2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.</p>	<p>Existing law, the Meyers-Milias-Brown Act (act), authorizes local public employees, as defined, to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on matters of labor relations. Existing law generally requires that the scope of representation under the act include all matters relating to employment conditions and employer-employee relations, while excepting the consideration of the merits, necessity, or organization of any service or activity provided by law or executive order. Existing law states that the Legislature finds and declares that the duties and responsibilities of local agency employer representatives under the act are substantially similar to the duties and responsibilities required under existing collective bargaining enforcement procedures and therefore the costs incurred by the local agency employer representatives in performing those duties and responsibilities under that act are not reimbursable as state-mandated costs. This bill would impose specified requirements with respect to the temporary employees, as defined, of a public employer who have been hired to perform the same or similar type of work that is performed by permanent employees represented by a recognized employee organization. In this regard the bill would require those temporary employees to be automatically included in the same bargaining unit as the permanent employees, as specified, upon the request of the recognized employee organization. The bill would also require a public employer to, upon hire,</p>	

		provide each temporary employee with their job description, wage rates, and eligibility for benefits, anticipated length of employment, and procedures to apply for open, permanent positions. By imposing new duties on local agencies that employ temporary employees, the bill would impose a state-mandated local program. The bill would additionally include the same findings and declarations as set forth above. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1581</a> <a href="#">Kalra</a> D	2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.	Existing law, the Suisun Marsh Preservation Act of 1977, sets forth a comprehensive plan for the preservation and protection of the Suisun Marsh. This bill would make nonsubstantive changes to the act's findings and declarations.	
Suisun Marsh: preservation.			
<a href="#">AB 1637</a> <a href="#">Irwin</a> D	2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.	Existing law, the Information Practices Act of 1977, requires an agency that owns or licenses computerized data that includes personal information, as defined, to disclose any breach of the security of the system following discovery or notification of the breach in the security of the data to any resident of California, as prescribed. The act defines "agency" to not include a local agency, as specified. This bill would express the intent of the Legislature to enact legislation that would relate to the security of information maintained by local governments and special districts.	
Local governments: information security.			
<a href="#">AB 1654</a> <a href="#">Addis</a> D	2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.	Existing law authorizes the legislative body of a city to do any and all things necessary to lay out, acquire, and construct a section or portion of a street or highway within its jurisdiction as a freeway and to make an existing street or highway a freeway. This bill would make nonsubstantive changes to this provision.	
City streets and highways.			
<a href="#">ACA 1</a> <a href="#">Aquiari-Curry</a> D	12/5/2022-A. PRINT 12/6/2022-From printer. May be heard in committee January 5.	The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.	
Local government financing: affordable housing and public infrastructure: voter approval.			
<a href="#">SB 5</a> <a href="#">Nguyen</a> R	1/18/2023-S. GOV. & F. 1/18/2023-Referred to	Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual	
Motor Vehicle Fuel Tax Law:			

limitation on adjustment.	Com. on GOV. & F.	adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.	
<a href="#">SB 12 Stern</a> D  California Global Warming Solutions Act of 2006: emissions limit.	1/18/2023-S. E.Q. 2/10/2023-Set for hearing March 15.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Under the act, the state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">SB 32 Jones</a> R  Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.	12/5/2022-S. RLS. 12/6/2022-From printer. May be acted upon on or after January 5.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. This bill contains other related provisions and other existing laws.	
<a href="#">SB 69 Cortese</a> D  California Environmental Quality Act: judicial and administrative proceedings: limitations.	1/18/2023-S. E.Q. 2/10/2023-Set for hearing March 15.	The California Environmental Quality Act (CEQA) requires, among other things, 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 requires a state agency or a local agency that approves or determines to carry out a project subject to CEQA to file a notice of determination with the Office of Planning and Research or the county clerk of each county in which the project will be located, as provided. CEQA authorizes a state agency or a local agency that determines that a project is not subject to CEQA to file a notice of exemption with the office or the county clerk of each county in which the project will be located, as provided. If a person has made a written request to a public agency for a copy of a notice of determination or notice of exemption for a project before the date on which the public agency approves or determines to carry out the project, CEQA requires the public agency, no later than 5 days from the date of the public agency's action, to deposit a copy of the written notice addressed to that person in the United States mail, first-class postage prepaid. CEQA provides that the date upon which the notice is mailed does not affect the limitations periods applicable to specified actions or proceedings to attack, review, set aside, void, or annul specified acts or decisions of a public agency on the grounds of noncompliance with CEQA. The bill would require a public agency to provide both the notice and any subsequent amended, corrected, or revised notice, as specified, in response to a written request for the notice, regardless of the delivery method. By requiring a local agency to provide a copy of any subsequent amended, corrected, or revised notice, along with the notice, the bill	

		would impose a state-mandated local program. The bill would toll, except as provided, the limitations periods applicable to specified actions or proceedings to attack, review, set aside, void, or annul specified acts or decisions of a public agency until the date on which the public agency deposits in the mail or sends by email to the requestor a copy of the notice, including any subsequent amended, corrected, or revised notice, or the date on which the public agency submits the notice to a specified state entity, as described. The bill would also require the public agency to submit the notice of determination or notice of exemption for all projects to a specified state entity within 5 days of its action on the project. This bill contains other related provisions and other existing laws.	
<a href="#">SB 84</a> <a href="#">Gonzalez</a> D	1/13/2023-S. RLS. 1/25/2023-Referred to Com. on RLS.	The California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 creates the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. This bill would state the intent of the Legislature to enact future legislation related to the Clean Transportation Program.	
Clean Transportation Program.			
<a href="#">SB 670</a> <a href="#">Allen</a> D	2/16/2023-S. RLS. 2/17/2023-From printer. May be acted upon on or after March 19.	Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Existing law imposes various requirements related to transportation planning, including a requirement that certain transportation planning agencies prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires certain transportation planning programs and processes to, among other things, identify opportunities to reduce vehicle miles traveled or measure the impact of certain policies on vehicle miles traveled. This bill would require state and local transportation agencies to create a single model for vehicle miles traveled mapping to be used for transportation planning and funding. By imposing additional duties on local transportation agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
Transportation: vehicle miles traveled.			
<a href="#">SB 695</a> <a href="#">Gonzalez</a> D	2/16/2023-S. RLS. 2/17/2023-From printer. May be acted upon on or after March 19.	Existing law establishes the Department of Transportation and vests the department with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Existing law requires the department to improve and maintain state highways. This bill would require the department, beginning November 1, 2024, to annually prepare and make available information and data about activities on the state highway system on a public data portal from the prior fiscal year. The bill would also require the department to prepare and make available, no later than June 30, 2024, data and information about activities on the state highway system on a public data portal covering the period from July 1, 2012, to July 1, 2023. The bill would require the California Transportation Commission to include this data and information in its annual report to the Legislature. The bill would require the department to prepare and make available data and information on a public data portal on planned, pending projects on the state highway system.	
Department of Transportation: state highway system: public data portal.			
<a href="#">SB 768</a> <a href="#">Caballero</a> D	2/17/2023-S. RLS. 2/21/2023-From printer. May be acted upon on or after March 20.	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 state the intent of the Legislature to enact subsequent legislation that would create a new transportation impact analysis for rural areas for purposes of CEQA. This bill contains other existing laws.	
California Environmental Quality Act: transportation impact analysis: rural areas.			
<b>ACTIVE TRANSPORTATION</b>			

<p><a href="#">AB 6</a> <a href="#">Friedman</a> D</p> <p>Transportation planning.</p>	<p>12/5/2022- A. PRINT 12/6/2022- From printer. May be heard in committee January 5.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region’s sustainable communities strategy and the state’s climate goals.</p>	
<p><a href="#">AB 7</a> <a href="#">Friedman</a> D</p> <p>Transportation: funding: capacity projects.</p>	<p>12/5/2022- A. PRINT 12/6/2022- From printer. May be heard in committee January 5.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state’s highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.</p>	
<p><a href="#">AB 16</a> <a href="#">Dixon</a> R</p> <p>Motor Vehicle Fuel Tax Law: adjustment suspension.</p>	<p>12/5/2022- A. PRINT 12/6/2022- From printer. May be heard in committee January 5.</p>	<p>The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 53</a> <a href="#">Fong, Vince</a> R</p> <p>Motor Vehicle Fuel Tax Law: suspension of tax.</p>	<p>12/5/2022- A. PRINT 12/6/2022- From printer. May be heard in committee January 5.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill contains other related provisions and other existing laws.</p>	

<p><b><a href="#">AB 295</a></b> <b><a href="#">Fong, Vince</a></b> R</p> <p>Department of Transportation: maintenance projects.</p>	<p>2/9/2023- A. TRANS. 2/9/2023- Referred to Com. on TRANS.</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system, including associated property. Existing law authorizes the department 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. Existing law authorizes the department to require the removal of any encroachment in, under, or over any state highway. This bill would authorize the department to enter into agreements with local governmental entities, fire departments, fire protection districts, fire safe councils, and tribal entities to perform specified projects authorized by the department on roadways managed by the department, including activities related to roadside maintenance and the removal and clearing of material, as provided.</p>	
<p><b><a href="#">AB 540</a></b> <b><a href="#">Wicks</a></b> D</p> <p>Social Service Transportation Improvement Act: coordinated transportation services agencies.</p>	<p>2/8/2023- A. PRINT 2/9/2023- From printer. May be heard in committee March 11.</p>	<p>The Social Service Transportation Improvement Act requires transportation planning agencies and county transportation commissions to prepare and adopt plans detailing required steps to consolidate social service transportation services, including the designation of consolidated transportation service agencies. The act requires funding for implementation to be provided from specified local transportation funds. This bill would require the coordination, rather than the consolidation, of social service transportation services under the act and would recharacterize consolidated transportation service agencies in the act as coordinated transportation service agencies. This bill would authorize a coordinated transportation service agency to review and comment on specified plans and projects relevant to its jurisdiction and would require specified agencies to respond to the comments. This bill contains other related provisions and other existing laws.</p>	
<p><b><a href="#">SB 5</a></b> <b><a href="#">Nguyen</a></b> R</p> <p>Motor Vehicle Fuel Tax Law: limitation on adjustment.</p>	<p>1/18/2023- S. GOV. &amp; F. 1/18/2023- Referred to Com. on GOV. &amp; F.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.</p>	
<p><b><a href="#">SBX1 2</a></b> <b><a href="#">Skinner</a></b> D</p> <p>Energy: transportation fuels: supply and pricing: maximum gross gasoline refining margin.</p>	<p>12/5/2022- S. RLS. 12/5/2022- Introduced. Read first time. Referred to Com. on RLS.</p>	<p>Existing law requires operators of refineries in the state that produce gasoline meeting California specifications, within 30 days of the end of each calendar month, to submit a report to the State Energy Resources Conservation and Development Commission containing certain information regarding its refining activities related to the production of gasoline in that month. Existing law requires the commission to notify a refiner that has failed to timely provide the required information and imposes a civil penalty on the refiner that fails to submit the required information within 5 days of being notified of the failure. This bill would establish a maximum gross gasoline refining margin at an unspecified amount per gallon and would authorize the commission to annually adjust the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to petition the court to enjoin a refiner from exceeding the maximum gross gasoline refining margin. The bill would also authorize the commission to assess an administrative civil penalty on a refiner for exceeding the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to grant a refiner's request for an exemption from the maximum gross gasoline refining margin upon a showing by the refiner of reasonable cause, and to subject the refiner to alternative maximum margins or other conditions set by the commission. The bill would require a refiner seeking an exemption to file a statement under the penalty of perjury setting forth the basis of the request for exemption. By requiring the statement to be filed under the penalty of perjury, this bill would expand the scope of the crime of perjury, thereby imposing a state-mandated local program. The bill would require the penalties collected to be deposited into the Price Gouging Penalty Fund, which the bill would create in the State Treasury. The bill would require moneys in the fund, upon appropriation by</p>	

		the Legislature, to be returned, as refunds, to residents of the state. This bill contains other related provisions and other existing laws.	
		<b>HOUSING</b>	<b>Position</b>
<a href="#">SB 4 Wiener</a> D Planning and zoning: housing development: higher education institutions and religious institutions.	2/1/2023-S. HOUSING 2/1/2023-Referred to Coms. on HOUSING and GOV. & F.	The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. That law allows a development proponent to submit an application for a development that is subject to a specified streamlined, ministerial approval process not subject to a conditional use permit, if the development satisfies certain objective planning standards. This bill would require that a housing development project be a use by right upon the request of an applicant who submits an application for streamlined approval, on any land owned by an independent institution of higher education or religious institution on or before January 1, 2024, if the development satisfies specified criteria, including that the development is not adjoined to any site where more than one-third of the square footage on the site is dedicated to industrial use. The bill would define various terms for these purposes. Among other things, the bill would require that 100% of the units, exclusive of manager units, in a housing development project eligible for approval as a use by right under these provisions be affordable to lower income households, except that 20% of the units may be for moderate-income households, provided that all of the units are provided at affordable rent, as set in an amount consistent with the rent limits established by the California Tax Credit Allocation Committee, or affordable housing cost, as specified. The bill would authorize the development to include ancillary uses on the ground floor of the development, as specified. This bill contains other related provisions and other existing laws.	