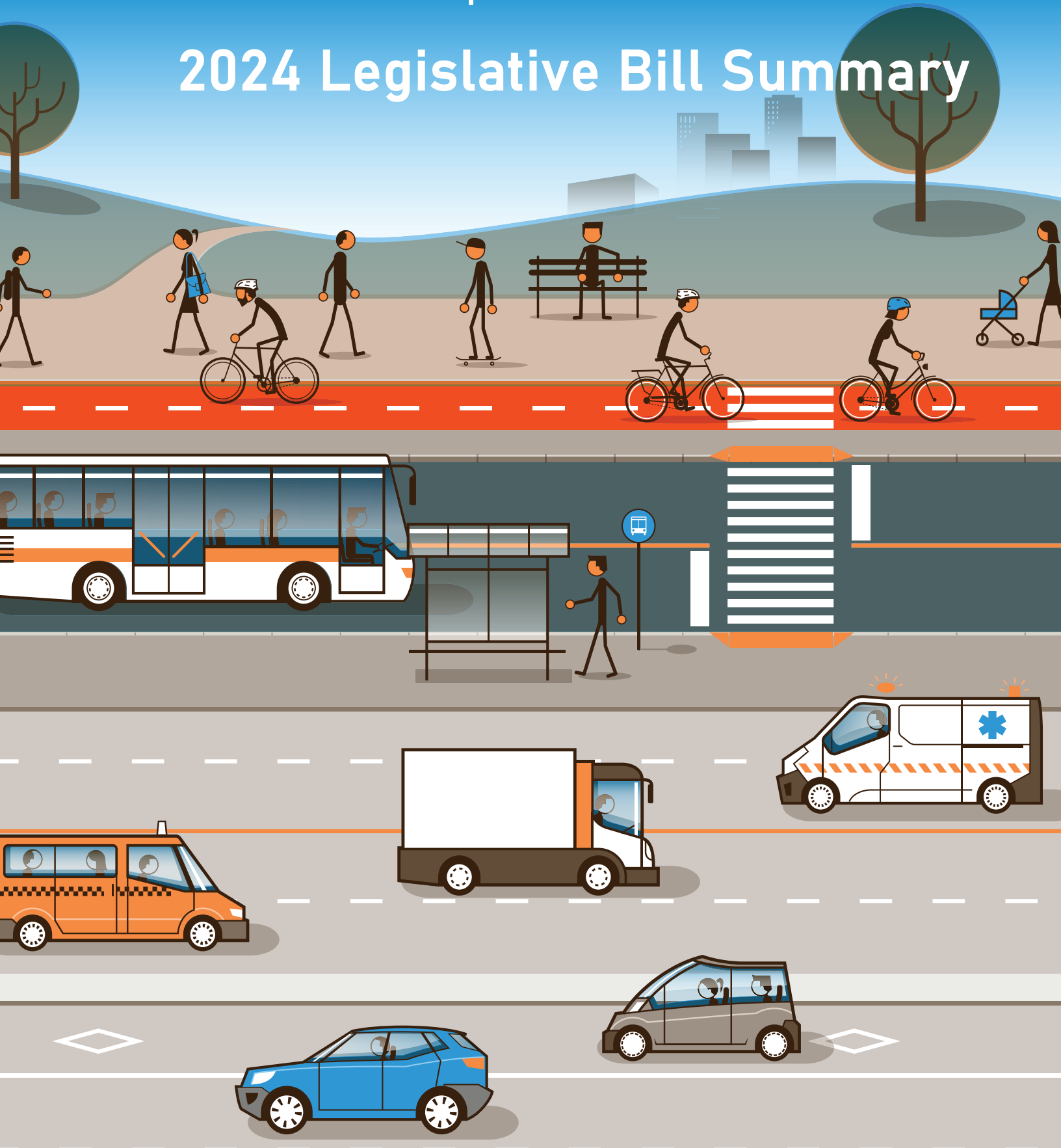


California Legislature

Senate Transportation Committee

2024 Legislative Bill Summary



CALIFORNIA LEGISLATURE

Senate Transportation Committee

Senator Dave Cortese, Chair

2024 Legislative Bill Summary

INTRODUCTION

This publication is a comprehensive collection of summaries of the bills and Resolutions that the Senate Transportation Committee considered during 2024. Certain bills dealing with transportation and funding were considered budget issues. Those bills were the purview of the budget committee and not the transportation committee, so they are not discussed here. Complete information on all measures, including all versions, analyses, and votes, is available at

<https://leginfo.legislature.ca.gov/>

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ABBREVIATIONS

ARB: State Air Resources Board

ATP: Active Transportation Program

Caltrans: California Department of Transportation

CARB: California Air Resources Board

CALSTA: California State Transportation Agency

CHP: California Highway Patrol

CTP: Clean Transportation Program

CTC: California Transportation Commission

DMV: California Department of Motor Vehicles

HOV: High-occupancy vehicle

SR: State Highway Route

ZEV: Zero Emission Vehicle

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Abandoned Vehicles, Parking, and Towing

[SB-532 \(Wiener\) – Parking payment zones.](#)

Authorizes local authorities in the City and County of San Francisco, the City of Long Beach, or the City of Santa Monica to require payment of parking fees with a mobile device under specified conditions for five years or until January 1, 2033, whichever is sooner.

Status: Chapter 858, Statutes of 2024

[SB-1276 \(Archuleta\) - Vehicles: parking violations.](#)

Authorizes a parking enforcer to issue a ticket for parking in prohibited locations, such as fire lanes, by mail, thereby authorizing automated enforcement of parking violations in those locations. This bill also removes the requirement that a parking payment center be the closest one to a specific parking space in order to serve that space.

Status: Held in Senate Committee - Transportation

[SB-1487 \(Glazer\) - Vehicles: parking violations.](#)

Prohibits a late payment penalty for a parking violation from exceeding 30% of the original penalty and would extend the time to pay a parking violation before additional penalties accrue.

Status: Held in Assembly Committee - Appropriations

[AB-1901 \(Chen\) - Vehicles: total loss claim: salvage certificate or nonrepairable vehicle certificate.](#)

Creates a process for a vehicle to be deemed abandoned and for a salvage pool to gain salvage certificate or nonrepairable vehicle certificate for a vehicle in its possession that is a total loss vehicle.

Status: Chapter 364, Statutes of 2024

[AB-2130 \(Santiago\) - Parking violations.](#)

Expands the required means of communication by which a person requesting an administrative hearing relating to parking violations to include by telephone, if offered by the issuing agency.

Status: Chapter 379, Statutes of 2024

AB-2186 (Wallis) - Vehicles: impoundment.

Expands the list of offenses for which a person may be arrested and a vehicle seized to include an exhibition of speed that occurs in an off-street parking facility.

Status: Chapter 502, Statutes of 2024

AB-2525 (Zbur) - State highways: property leases.

Expands the number and purpose of Department of Transportation (Caltrans) leases of airspace under a freeway, or certain real property acquired for highway purposes, to include a secure vehicle lot program.

Status: Chapter 721, Statutes of 2024

AB-3085 (Gipson) - Vehicles: removal and impoundment.

Expands the list of offenses for which a peace officer may impound a vehicle pursuant to a warrant or order issued by a magistrate.

Status: Chapter 504, Statutes of 2024

Active Transportation

SB-689 (Blakespear) - Local coastal program: bicycle lane: amendment

Provides 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 a coastal development permit or an update to a local coastal program. It would also require that any amendment to a local coastal program to develop such a lane will be processed with a minimal review.

Status: Chapter 445, Statutes of 2024

SB-960 (Wiener) - Transportation: planning: complete streets facilities: transit priority projects.

Requires Caltrans to include complete streets assets in its asset management plan, system highway management plan, and in the plain language performance report for the state highway operation and protection program (SHOPP). This bill requires Caltrans to develop and adopt transit priority policy and guidelines. This bill requires Caltrans to commit to specific 4-year targets to incorporate complete streets facilities in the SHOPP.

Status: Chapter 630, Statutes of 2024

SB-1216 (Blakespear) - Transportation projects: Class III bikeways: prohibition.

Prohibits an agency from installing a class III bikeway or sharrow on a highway that has a posted speed limit greater than 30 mph, except as specified, and would prohibit funds appropriated for the Active Transportation Program from being allocated to a project that creates a class III bikeway on a highway with a design speed greater than 25 mph.

Status: Chapter 788, Statutes of 2024

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

Prohibits a person from selling, leasing, renting or offering for sale, lease or rent an electric bicycle (e-bike) unless the battery has been tested by an accredited testing laboratory for compliance with certain standards and modifies the definition of an e-bike.

Status: Chapter 791, Statutes of 2024

AB-1774 (Dixon) - Vehicles: electric bicycles.

Prohibits the sale of 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 and clarifies that a person can modify an electric bicycle as long as it continues to conform to the definition of an electric bicycle.

Status: Chapter 55, Statutes of 2024

AB-1778 (Connolly) - Vehicles: electric bicycles.

Establishes the Marin Electric Bicycle Safety Pilot Program allowing Marin county or local authorities to prohibit a person under 16 years of age from operating a class 2 electric bicycle and to prohibit a person of any age from operating a class 2 electric bicycle without a helmet until January 1, 2029. The bill requires a report of the safety impact of this program by January 1, 2028.

Status: Chapter 1005, Statutes of 2024

AB-2234 (Boerner) - Vehicles: electric bicycles.

Establishes an electric bicycle enforcement pilot program in the County of San Diego allowing the county or local authorities to prohibit a person under 12 years of age from operating a class 1 or class 2 electric bicycle until January 1, 2029. Requires a report submitted to the Legislature by January 1, 2028 that details enforcement of the ordinance and changes, if any, in electric bicycle collisions and injuries.

Status: Chapter 823, Statutes of 2024

AB-2259 (Boerner) - Transportation: bicycle safety handbook.

Requires the California State Transportation Agency (CalSTA), upon appropriation by the Legislature, to develop and distribute a handbook on bicycling safety on or before September 1, 2025.

Status: Held in Senate Committee – Appropriations

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

Requires, where feasible, bike facilities included in local or state active transportation plans be included in any project funded by the Road Maintenance and Rehabilitation Program. Establishes a Bikeway Quick-Build Project program to develop guidance and implement one quick-build project in each Caltrans district by December 31, 2027.

Restricts the Active Transportation Program from awarding funding to a Class III bikeway unless the project is on a residential street with a posted speed limit of 20 miles per hour or less.

Status: Held in Senate Committee – Appropriations

AB-2669 (Ting) - Toll bridges: tolls.

Provides that no toll shall be imposed on the passage of a pedestrian, a bicycle or a personal mobility device over any bridge on which tolls are imposed on motor vehicles that is under the jurisdiction of a district or any state owned bridge or any bridge that is part of the state highway system pursuant to a franchise agreement.

Status: Chapter 731, Statutes of 2024

Air Quality, Greenhouse Gas Emissions, and Fuels

SB-301 (Portantino) - Vehicular air pollution: Zero-Emission Aftermarket Conversion Project.

Requires the California Air Resources Board to establish the Zero-Emission Aftermarket Conversion Project, using funding from the Clean Vehicle Rebate Project to provide an applicant with a rebate for converting a vehicle into a zero-emission vehicle.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 301 without my signature.

This bill would require the California Air Resources Board (CARB) to establish the Zero-Emission Aftermarket Conversion Project (ZACP) to provide an applicant with a

financial rebate for converting a gasoline- or diesel-fueled vehicle into a zero-emission vehicle (ZEV).

California is showing the world what's possible - fostering innovation and creating space for an industry to flourish as the sale of ZEVs reach record highs, with over 1.8 million ZEVs now on California's roads. The state continues to invest billions of dollars in ZEV deployment and supporting infrastructure to achieve our ambitious climate and clean air goals.

While I share the author's desire to further accelerate the state's transition to ZEVs, this bill creates a new program at a time when the state faces a \$44.9 billion shortfall for the 2024-25 fiscal year. Additionally, there is no funding currently identified or available in the state budget to support this new program.

For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

[SB-983 \(Wahab\) - Energy: gasoline stations and alternative fuel infrastructure.](#)

Requires the California Energy Commission (CEC) to convene an Alternative Fuels Infrastructure Taskforce, and it requires the task force to submit a report to the Legislature with recommendations for deploying alternative fuels infrastructure at existing gas stations.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 983 without my signature.

This bill would require the California Energy Commission (CEC) to form the Alternative Fuels Infrastructure Task Force to conduct a study with information and recommendations on existing fueling infrastructure and how it might be used in conjunction with alternative fuels infrastructure at retail gasoline fueling stations.

This bill's implementation would result in additional cost pressure on the CEC's primary operating fund. Additionally, many provisions of this bill are duplicative of existing law, which requires the CEC, in consultation with various state entities, to prepare a transportation fuels transition plan.

For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

[SB-1158 \(Archuleta\) - Carl Moyer Memorial Air Quality Standards Attainment Program.](#)

Extends the time air districts have to use Carl Moyer Program funds from four to six years.

Status: Chapter 459, Statutes of 2024

[SB-1193 \(Menjivar\) - Airports: leaded aviation gasoline.](#)

Prohibits an airport operator or aviation retail establishment from selling, distributing, or making available leaded aviation gasoline (avgas) on or after January 1, 2031

Status: Chapter 460, Statutes of 2024

[SB-1387 \(Newman\) - California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: vehicle eligibility.](#)

Expands eligibility to the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project to include a zero-emission vehicle exceeding 8,500 pounds (lbs) that is not a house car, and that is either purchased for fleet operations by a public or private fleet or by an individual for personal and (substantially in furtherance of) commercial use.

Status: Held in Assembly Committee - Transportation

[AB-637 \(Jackson\) – Zero-emission vehicles: fleet owners: rental vehicles](#)

Requires the California Air Resources Board to authorize both vehicle rental companies and fleets renting those vehicles for at least 260 days per year to count that vehicle towards their compliance with regulations requiring the purchase of zero-emission vehicles, as specified.

Status: Vetoed

Governor's Veto Message:

Governor's Veto Message: To the Members of the California State Assembly:

I am returning Assembly Bill 637 without my signature.

This bill would require the California Air Resources Board (CARB) to authorize a fleet owner's rental of a zero-emission vehicle (ZEV) for a cumulative total of 260 days per

year to be considered ownership of one ZEV for the purpose of complying with the Advanced Clean Fleets (ACF) regulation.

In 2020, I issued Executive Order (EO) N-79-20, which directed CARB, among other things, to develop strategies to transition in-state sales of new passenger vehicles and trucks to 100 percent zero-emission by 2035, where feasible. Pursuant to this EO, CARB developed the ACF to accelerate transportation sector emission reductions while providing safe, feasible, and flexible compliance options for affected fleet owners that have over 50 vehicles or over \$50 million in gross annual revenue.

This bill would allow rental vehicle companies to circumvent the ACF regulations, and the flexible and balanced compliance mechanisms CARB has already created, with a new and unclear compliance mechanism. I am concerned this will jeopardize our clean air goals at a time when the state awaits action on its Clean Air Act waiver by the United States Environmental Protection Agency.

With that, I encourage the rental vehicle companies to work toward meeting the ACF regulations, and if there are insurmountable challenges, to work with CARB to explore practical and alternative compliance pathways through the existing regulatory process. For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

[AB-1122 \(Bains\) - Commercial harbor craft: equipment.](#)

Requires any diesel particulate filter installed on a commercial harbor craft (CHC) to be equipped with an emergency bypass system. This bill also delays the compliance dates for towing vessel CHCs to replace or retrofit their engines until their next regularly scheduled inspection by the Coast Guard or an authorized classification society.

Status: Vetoed

Governor's Veto Message:

Governor's Veto Message: To the Members of the California State Assembly:

I am returning Assembly Bill 1122 without my signature.

This bill would make multiple changes to the California Air Resources Board's (CARB) Commercial Harbor Craft (CHC) regulation, including the delay of certain compliance dates and an override system for diesel particulate filter devices with a detailed monitoring, tracking, and reporting system.

In 2020, I issued Executive Order (EO) N-79-20 which directed CARB, among other things, to develop strategies to transition to 100 percent zero-emission off-road vehicles and equipment by 2035, where feasible. Pursuant to this EO, CARB amended the CHC regulation to accelerate emission reductions while providing safe, feasible, and flexible compliance options for affected vessels. Unfortunately, this bill undermines this balance and jeopardizes our clean air goals.

While I recognize the challenges and concerns of adopting new technologies and approaches, Californians deserve and benefit from clean air and from the avoidance of greenhouse gas emissions that contribute to our rapidly changing climate. With that, I encourage operators of the affected vessels to work towards meeting the CHC regulations, and if there are insurmountable challenges, to continue to work with CARB to explore additional and alternative compliance pathways.

For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

[AB-2401 \(Ting\) - Clean Cars 4 All Program.](#)

Requires the California Air Resources Board (CARB), in administering the Clean Cars 4 All Program, to prioritize vehicle retirement in areas of the state with the highest percentages of low-income, high-mileage drivers with older, high-polluting vehicles, ensure program incentives are available statewide, potentially reallocating funds between statewide and air-district run programs, and require CARB to establish a means-based strategy to provide an increased incentive to potential recipients satisfying additional qualifying criteria.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 2401 without my signature.

This bill would require the California Air Resources Board (CARB) to make several changes to the Clean Cars 4 All (CC4A) Program, including but not limited to codifying a statewide CC4A program, potentially reallocating funds between statewide and air district-run programs, expanding reporting requirements, and prioritizing certain recipients who drive older vehicles in greater amounts in more pollution-burdened areas.

The CC4A program has helped thousands of lower-income residents living in some of the most disadvantaged and air-polluted areas of the state replace their old higher-polluting vehicles with newer, cleaner vehicles. The program is designed to be consumer-focused, and its appeal is its ease of access and straightforward eligibility and participation requirements.

Unfortunately, while the intent of this bill is laudable, the new application requirements it would impose on the CC4A program recipients are onerous and will discourage some of the lowest-income residents in California from participating. In addition, the new verification requirements would necessitate constant and costly monitoring by CARB of recipient driving patterns, further discouraging program participation and thereby preventing continued reductions in local air pollution and greenhouse gas emissions from being realized.

For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

[AB-2503 \(Lee\) - California Environmental Quality Act: exemption: passenger rail projects.](#)

Creates a California Environmental Quality Act exemption for public projects that create or update existing facilities that support rail service used exclusively by zero-emission electrified trains on existing rights of ways.

Status: Chapter 718, Statutes of 2024

[AB-2900 \(Soria\) - Small agricultural truck fleet assistance program.](#)

Requires the California Air Resources Board (CARB) to establish the Small Agricultural Truck Fleet Assistance Program, or use an existing program, to provide dedicated technical and funding assistance to owner-operators or owners of small fleets to support the transition to cleaner emission-compliant trucks.

Status: Chapter 746, Statutes of 2024

[AB-3179 \(Juan Carrillo\) - Emergency telecommunications medium- and heavy-duty zero-emission vehicles.](#)

Exempts emergency telecommunications vehicles, as defined, from the Air Resources Board's (CARB) Advanced Clean Fleets (ACF) regulation that requires the phased-in procurement of medium- and heavy-duty zero-emission vehicles (ZEVs), until January 1, 2030.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 3179 without my signature.

This bill would exempt until January 1, 2030 emergency telecommunications vehicles from the California Air Resources Board's (CARB) Advanced Clean Fleets (ACF) regulation that requires the phased-in procurement of medium- and heavy-duty zero-emission vehicles.

In 2020, I issued Executive Order (EO) N-79-20, which directed CARB, among other things, to develop strategies to transition to 100 percent medium- and heavy-duty zero-emission vehicles in the state by 2045, where feasible. Pursuant to this EO, CARB developed the Advanced Clean Trucks (ACT) regulation and its companion regulation, the ACF, to accelerate transportation sector emission reductions while providing safe, feasible, and flexible compliance options for affected fleet owners that have over 50 vehicles or over \$50 million in gross annual revenue. Unfortunately, this bill undermines those efforts.

California must work diligently to cut greenhouse gas emissions that contribute to our rapidly changing climate, and ensure that we maintain the capacity necessary to respond quickly to emergencies. To that end, I am directing CARB to implement the regulation and its exemptions so as to ensure there are feasible compliance pathways that allow providers to maintain the capacity to rapidly deploy and restore communication services during and after a natural or human-caused disaster.

For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

Air Transportation

SB-1193 (Menjivar) - Airports: leaded aviation gasoline.

Prohibits an airport operator or aviation retail establishment from selling, distributing, or making available leaded aviation gasoline (avgas) on or after January 1, 2031

Status: Chapter 460, Statutes of 2024

SB-1372 (Newman) - Airports: third-party vendors: security lanes.

Prohibits a public airport from entering into an agreement authorizing a private third-party vendor to provide expedited security screening that uses the existing security lanes unless there was an agreement in place before January 1, 2025, or the third-party vendor has obtained dedicated TSA security lanes.

Status: Held in Assembly Committee - Transportation

SB-1505 (Stern) - Aircraft registration.

Requires the owner of a private aircraft to register that aircraft with the Department of Motor Vehicles (DMV).

Status: Held in Senate Committee - Transportation

Autonomous Vehicles

SB-915 (Cortese) - Local government: autonomous vehicles

Authorizes local governments to regulate autonomous vehicles.

Status: Held in Assembly Committee - Transportation

SB-1313 (Ashby) - Vehicle equipment: driver monitoring defeat devices.

Prohibits a vehicle from being equipped with, or a person from using, a device that is designed for neutralizing or interfering with a driver monitoring system that is engaged when drivers are utilizing advanced driver assistance features or autonomous technology.

Status: Chapter 604, Statutes of 2024

SB-1394 (Min) - Access to remote vehicle technology.

Requires vehicle manufacturers to allow drivers to terminate remote access to a vehicle and remote access to the location of a vehicle under specified circumstances.

Status: Chapter 655, Statutes of 2024

AB-1777 (Ting) - Autonomous vehicles.

Specifies when autonomous vehicle (AV) manufacturers are responsible for traffic violations committed by their AVs, and places various requirements on AV manufacturers by July 1, 2026.

Status: Chapter 682, Statutes of 2024

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

Establishes a process for authorizing autonomous trucks on public roads without a driver.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 2286 without my signature.

This bill would prohibit the operation of autonomous vehicles weighing 10,000 pounds or more on public roads for testing, transporting goods, or carrying passengers without a human safety operator physically present in the vehicle.

In my veto of a nearly identical bill last year, I expressed that my Administration remains committed to working with the author, sponsors, and stakeholders in furthering our efforts to meet the needs of traffic safety, worker protections, and jobs as this evolving technology progresses in California.

As we continue to move forward, it is important to note that 35 jurisdictions -- including Arizona, Nevada, Texas, Washington, and the District of Columbia - have already authorized the testing of heavy-duty autonomous vehicles. California remains the only state to actively prohibit these vehicles.

To this end, the Department of Motor Vehicles (DMV), which has regulated autonomous vehicles over the last decade pursuant to authority granted to it by the Legislature, has issued three sets of regulations that create a framework allowing innovation, while also protecting public safety. A new set of draft regulations, currently open for public input until October 14, 2024, offers the nation's most comprehensive standards for heavy-duty autonomous vehicles. These draft regulations propose strict guidelines for heavy-duty AV operations, including limiting operations to roads with speed limits of 50 miles per hour or higher and excluding certain uses, such as transporting passengers or hazardous materials. They also require a phased permitting process to ensure a gradual transition to driverless operations, along with specific testing periods, mileage requirements, and clear definitions of where and how these vehicles can operate. Finally, these regulations also require more robust reporting from companies testing or

deploying AVs, and give DMV additional enforcement tools to place restrictions on permits to protect public safety.

Recognizing that our workforce is the foundation of our economic success, California leads the nation with some of the strongest worker protection laws. Our state also is renowned globally as a leader in technological innovation. We reject that one aim must yield to the other, and our success disproves this false binary. But advancing both priorities requires creativity, collaboration, and a willingness to work together to identify pragmatic solutions. Toward that end, my office offered multiple rounds of suggested amendments, which were unfortunately not accepted. While I cannot sign this legislation in its current form, my Administration stands ready to work with the legislature and stakeholders toward progress on this issue.

Sincerely,
Gavin Newsom

[AB-3061 \(Haney\) - Vehicles: autonomous vehicle incident reporting.](#)

Commencing July 31, 2025, requires a manufacturer of autonomous vehicles (AVs) to report to the Department of Motor Vehicles (DMV) a vehicle collision, traffic citation, or disengagement, as defined, that occurs when a manufacturer's vehicle is operating in autonomous mode in California. It also requires quarterly reports on vehicle miles traveled (VMT), vehicle immobilizations, and traffic citations, as specified, and allows DMV to establish additional reporting requirements via regulation and assess fees for implementation costs.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 3061 without my signature.

Beginning July 31, 2025, this bill would require autonomous vehicle manufacturers to report specific data related to collisions and disengagements to the Department of Motor Vehicles (DMV). Additionally, manufacturers would need to submit quarterly summaries on vehicle miles traveled, vehicle immobilizations, and traffic citations. The bill also mandates that the DMV publish these reports online within 90 days of receipt. While I support the intent of this bill to enhance the safety and transparency of autonomous vehicle operations, the timeline it imposes is infeasible for the DMV to implement these new requirements and address the associated operational challenges involved. The DMV recently released a new set of draft regulations, which are open for public input until October 14, 2024, to address many of the concerns raised in this bill. Stakeholders will be able to provide input and contribute to the rulemaking process informally and through the notice and comment processes outlined in the Administrative

Procedures Act.

My Administration remains open to working with the Legislature on future legislation that complements and builds upon existing and proposed regulatory requirements. It is essential that such proposals are practical, enhance clarity, and do not duplicate existing efforts, which will ultimately further compliance and public safety.

For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

Contracting and Procurement

[SB-1068 \(Eggman\) - Tri-Valley-San Joaquin Valley Regional Rail Authority: contracting: Construction Manager/General Contractor project delivery method.](#)

Authorizes the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) to use the Construction Manager/General Contractor (CM/GC) project delivery method, as defined.

Status: Chapter 181, Statutes of 2024

[AB-2590 \(Reyes\) - San Bernardino County Transportation Authority: contracting.](#)

Increases the bid threshold for the purchase of supplies, equipment, and materials for the San Bernardino County Transportation Authority (SBCTA), from \$25,000 to \$100,000. This bill also raises the limit that requires SBCTA to obtain a minimum of three quotations that permit prices and terms to be compared for the purchase of supplies, equipment, or materials from \$1,000 to \$5,000.

Status: Chapter 724, Statutes of 2024

[AB-2812 \(Kalra\) - Santa Clara Valley Transportation Authority.](#)

Increases the bid thresholds for contracts related to supplies, equipment, and materials for the Santa Clara Valley Transportation Authority.

Status: Chapter 17, Statutes of 2024

Department of Motor Vehicles

[AB-1901 \(Chen\) - Vehicles: total loss claim: salvage certificate or nonrepairable vehicle certificate.](#)

Creates a process for a vehicle to be deemed abandoned and for a salvage pool to gain salvage certificate or nonrepairable vehicle certificate for a vehicle in its possession that is a total loss vehicle.

Status: Chapter 364, Statutes of 2024

[AB-2111 \(Wallis\) - License plates: obstruction or alteration.](#)

Prohibits a person from altering their license plate or license plates' reflective coating in order to evade electronic capture of the license plate, for any reason.

Status: Chapter 59, Statutes of 2024

[AB-2289 \(Low\) - Vehicles: parking placards and special license plates for disabled veterans and persons with disabilities.](#)

Beginning January 1, 2026, authorizes a licensed physical therapist to certify certain disabled persons for the purposes of receiving a disability placard, plate or temporary disability placard from the Department of Motor Vehicles (DMV).

Status: Held in Senate Committee - Appropriations

[AB-2892 \(Low\) - Vehicles: financial responsibility: self-insurance.](#)

Codifies Department of Motor Vehicles (DMV) requirements for an applicant with more than 25 vehicles registered in their name to qualify as a self-insurer.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly
I am returning Assembly Bill 2892 without my signature.

This bill would change the criteria for obtaining a self-insurance certificate by allowing fleet owners of 25 or more vehicles to self-insure if they have an audited financial statement of their net worth, or provide a cash deposit or surety bond, while still requiring an insurance policy covering at least 50 percent of the legally required minimum insurance amount. Additionally, the bill requires the Department of Motor Vehicles to accept a cash deposit or surety bond from fleet owners as a method to obtain a certificate of self-insurance.

Current law already offers a pathway for qualified individuals and companies to establish financial responsibility through a certificate of self-insurance. Furthermore, this bill's approach may not achieve its intended goal, as it still requires companies to maintain a significant insurance policy, and existing law already provides alternatives to

meet the self-insurance requirements beyond the \$2.2 million net worth threshold. In addition, this bill introduces costs that were not included in the 2024 Budget Act, adding further strain to the Motor Vehicle Account.

For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

Driver Licensing

[SB-357 \(Portantino\) - Vehicles: physician and surgeon reporting.](#)

Removes the requirement for physicians and surgeons to report to the DMV patients who are diagnosed with a disorder characterized by lapses in consciousness and instead authorize them to report to the DMV if a patient who the physician diagnoses as having any physical or mental condition that could affect the safe operation of a motor vehicle. Requires the DMV to submit a report to the Legislature evaluating the impact of transitioning to a discretionary reporting system.

Status: Vetoed

Governor's Veto Message:

Governor's Veto Message: To the Members of the California State Senate:

I am returning Senate Bill 357 without my signature.

This bill would make physician reporting of medical conditions characterized by lapses of consciousness to local health officers and, subsequently, the Department of Motor Vehicles discretionary rather than mandatory.

While I understand the intent to provide physicians more discretion in reporting, I am not convinced that transitioning to a discretionary reporting system would be equally effective in protecting patient and public safety. Additionally, the proposed immunity from liability for physicians raises concerns about accountability. Any changes to these reporting requirements must be carefully evaluated to maintain proper safeguards for public safety.

Lastly, this bill introduces costs not accounted for in the 2024 Budget Act and adds financial pressure to the Motor Vehicle Account. In partnership with the Legislature this year, my Administration has enacted a balanced budget that avoids deep program cuts to vital services and protected investments in education, health care, climate, public safety, housing, and social service programs that millions of Californians rely on. It is

important to remain disciplined when considering bills with significant fiscal implications that are not included in the budget, such as this measure.

For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

[SB-1081 \(Archuleta\) - Vehicles: driver's license: selective service.](#)

Beginning January 1, 2027 or upon completion of the Digital eXperience Platform project, requires a person who is required to be registered for the selective service to be deemed to have consented to registration when they submit an application for a driver's license or identification card unless they decline to register or are applying for a license because they are unable to submit proof that their presence in the United States is authorized under federal law.

Status: Held in Assembly Committee - Transportation

[SB-1285 \(Laird\) - Driver's licenses: disability identifier.](#)

Requires the DMV to allow individuals with a disability, certified by a licensed health professional, to have a symbol placed on their driver's license or identification card. It also requires DMV to develop this symbol and associated certification forms and provide education to peace officers about its meaning. This bill also requires DMV to remove an individual from the identifier program at any time upon request and that DMV not retain any information regarding a person's disability. A report to the Legislature on the program is required of DMV by January 1, 2028.

Status: Held in Senate Committee – Appropriations

[AB-1738 \(Wendy Carrillo\) - Mobile Homeless Connect Pilot Program.](#)

Requires the DMV to establish a Mobile Homeless Connect Pilot Program in specified areas to assist persons experiencing homelessness obtain an identification card. This pilot shall be in effect until January 1, 2029.

Status: Vetoed

Governor's Veto Message:

Governor's Veto Message: To the Members of the California State Assembly:

I am returning Assembly Bill 1738 without my signature.

This bill would require the Department of Motor Vehicles (DMV) to establish a new pilot program in collaboration with the Business, Consumer Services, and Housing Agency to

assist persons experiencing homelessness with obtaining an identification card. The pilot program would operate in Los Angeles, Orange, San Diego, and Sacramento Counties, as well as the City and County of San Francisco.

This bill builds on the Mobile Homeless Connect events my Administration launched in 2022. These events, which involved state agencies, local governments, and community organizations, successfully connected hundreds of unsheltered individuals to essential services, including ID cards and birth certificates. Additionally, pursuant to existing law, the DMV has been issuing no-fee identification cards to people experiencing homelessness since 2014, facilitating the issuance of around 120,000 ID cards each year.

While I am proud of the impact this initiative has had, along with our ongoing efforts to connect unsheltered Californians to needed resources, any expansion must be properly funded and considered within the State Budget. Given the lack of funding for this proposed program, this bill would place additional and unsustainable stress on the Motor Vehicle Account.

For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

[AB-2127 \(Berman\) - Voter registration: California New Motor Voter Program.](#)

Extends, from January 1, 2025, to January 1, 2030, the California New Motor Voter (CNMV) taskforce established by the Secretary of State (SOS) to advise the SOS and the Department of Motor Vehicles on the effective implementation of the CNMV program.

Status: Chapter 378, Statutes of 2024

[AB-3102 \(Hoover\) - Vehicles: motorcycle license.](#)

Authorizes the operator of a Motorcyclist Training Program (MTP) to issue a certificate of satisfactory completion to a person at least 21 years of age who has opted to complete only the skills testing portion of the training program and has successfully passed the skills test for the purposes of satisfying the Department of Motor Vehicles' (DMV) driving test for a class M1 or M2 driver's license (DL).

Status: Held in Senate Committee - Appropriations

Excess Property

[AB-1038 \(Mike Fong\) - Surplus residential property: City of Pasadena: City of South Pasadena.](#)

Revises the procedures for Caltrans to dispose of surplus property in the City of Pasadena.

Status: Chapter 347, Statutes of 2024

[AB-1937 \(Berman\) - State parks: Pedro Point.](#)

Requires the Department of Transportation (Caltrans) to sell and transfer certain surplus state property it owns in the City of Pacifica to the Department of Parks and Recreation for state park purposes.

Status: Chapter 365, Statutes of 2024

[AB-2525 \(Zbur\) - State highways: property leases.](#)

Expands the number and purpose of Department of Transportation (Caltrans) leases of airspace under a freeway, or certain real property acquired for highway purposes, to include a secure vehicle lot program.

Status: Chapter 721, Statutes of 2024

High-Speed Rail

[SB-1260 \(Niello\) - High-speed rail: independent review: High-Speed Rail Authority Inspector General.](#)

Requires the California High-Speed Rail Authority Inspector General (IG) to conduct two independent reviews related to the high-speed rail project.

Status: Senate-Failed Passage in Committee - Transportation

[AB-2879 \(Lackey, Fong\) - High-Speed Rail Authority: contracting.](#)

Requires any contract change order with a value greater than \$100 million to be approved by the High Speed Rail Authority.

Status: Chapter 248, Statutes of 2024

Local Finance and Infrastructure

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

Makes various changes to the enabling statutes for the Sonoma-Marín Area Transit District (SMART), including procurement thresholds, as specified. Authorizes SMART's special taxes to also be imposed by a qualified voter initiative, if the initiative complies with certain requirements.

Status: Chapter 866, Statutes of 2024

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

Authorizes the Metropolitan Transportation Commission (MTC) to propose new taxes, allocate new revenue and issue bonds for specified transportation projects, and requires CalSTA to consider transit agency consolidation within the San Francisco Bay area.

Status: Died - Assembly Floor

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

Increases the compensation for San Joaquin Regional Transit District board members and broadens the categories of assets in which the district can invest its surplus cash.

Status: Chapter 216, Statutes of 2024

Miscellaneous

SB-1199 (Roth) - Automated traffic enforcement systems.

Makes technical, nonsubstantive changes to traffic system enforcement.

Status: Held in Senate Committee – Transportation

AB-832 (Cervantes) - California Transportation Commission: membership.

Requires that at least one of the Governor-appointed members to the California Transportation Commission have expertise in transportation issues and professional experience that includes experience working in, or representing, disadvantaged communities.

Status: Vetoed

Governor's Veto Message:

Governor's Veto Message: To the Members of the California State Assembly:

I am returning Assembly Bill 832 without my signature.

This bill would require that at least one of the Governor-appointed members of the California Transportation Commission (CTC) have expertise in transportation issues and professional experience representing disadvantaged communities.

Under existing law, the Governor is already required to make every effort to ensure the CTC has a balanced and diverse membership with expertise in transportation issues, taking into consideration factors including, but not limited to, socioeconomic background and professional experience, which may include experience working in, or representing, disadvantaged communities. This process has proven effective in achieving diverse representation without the need for further codifying specific requirements in statute.

Given this existing statutory commitment, and the authority already vested in the Office of the Governor to make appointments to the CTC, this bill is unnecessary.

For this reason, I cannot sign this bill.

Sincerely,
Gavin Newsom

[AB-2645 \(Lackey\) - Electronic toll collection systems: information sharing: law enforcement.](#)

Allows a transportation agency that employs an electronic toll collection system to provide the date, time, and location of a vehicle license plate read captured by the system to a peace officer in response to a special alert, as specified.

Status: Chapter 730, Statutes of 2024

Omnibus Bills

[AB-3278 \(Committee on Transportation\) - Transportation: omnibus bill.](#)

Makes non-controversial and minor changes to sections of law relating to transportation.

Status: Chapter 226, Statutes of 2024

Outdoor Advertising

[SB-1488 \(Durazo\) - Outdoor advertising displays: exemptions.](#)

Reduces the minimum duration of a sponsorship marketing plan between an arena owner and sponsor from one year to 120 days, and directs Caltrans to support advertising displays at arenas when renegotiating California's responsibilities for enforcing federal outdoor advertising law with the Federal Highway Administration.

Status: Chapter 897, Statutes of 2024

[AB-3069 \(Davies\) - Tied-house restrictions: advertising exceptions: City of Oceanside.](#)

Authorizes specified alcoholic beverage licensees to purchase advertising space and time from, or on behalf of, an on-sale licensee that is the owner, manager, or major tenant of a fully enclosed arena with a seating capacity in excess of 5,000 seats located in the City of Oceanside (Frontwave Arena), as specified.

Status: Chapter 429, Statutes of 2024

Ports and Goods Movement

[AB-627 \(Jackson\) - Drayage trucks: voucher incentive project.](#)

Requires that a voucher provided under the HVIP program 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.

Status: Held in Senate Committee - Environmental Quality

[SB-934 \(Gonzalez\) - Zero-emission freight infrastructure: interagency coordination: report.](#)

Requires the California Transportation Commission (CTC) and the California Energy Commission to jointly convene the Zero-Emission Freight Central Delivery Team (Delivery Team) to lead the statewide coordination of zero-emission freight infrastructure planning and implementation.

Status: Held in Assembly Committee – Appropriations

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

Establishes a process for authorizing autonomous trucks on public roads without a driver.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 2286 without my signature.

This bill would prohibit the operation of autonomous vehicles weighing 10,000 pounds or more on public roads for testing, transporting goods, or carrying passengers without a human safety operator physically present in the vehicle.

In my veto of a nearly identical bill last year, I expressed that my Administration remains committed to working with the author, sponsors, and stakeholders in furthering our efforts to meet the needs of traffic safety, worker protections, and jobs as this evolving technology progresses in California.

As we continue to move forward, it is important to note that 35 jurisdictions -- including Arizona, Nevada, Texas, Washington, and the District of Columbia - have already authorized the testing of heavy-duty autonomous vehicles. California remains the only state to actively prohibit these vehicles.

To this end, the Department of Motor Vehicles (DMV), which has regulated autonomous vehicles over the last decade pursuant to authority granted to it by the Legislature, has issued three sets of regulations that create a framework allowing innovation, while also protecting public safety. A new set of draft regulations, currently open for public input until October 14, 2024, offers the nation's most comprehensive standards for heavy-duty autonomous vehicles. These draft regulations propose strict guidelines for heavy-duty AV operations, including limiting operations to roads with speed limits of 50 miles per hour or higher and excluding certain uses, such as transporting passengers or hazardous materials. They also require a phased permitting process to ensure a gradual transition to driverless operations, along with specific testing periods, mileage requirements, and clear definitions of where and how these vehicles can operate. Finally, these regulations also require more robust reporting from companies testing or deploying AVs, and give DMV additional enforcement tools to place restrictions on permits to protect public safety.

Recognizing that our workforce is the foundation of our economic success, California leads the nation with some of the strongest worker protection laws. Our state also is renowned globally as a leader in technological innovation. We reject that one aim must yield to the other, and our success disproves this false binary. But advancing both priorities requires creativity, collaboration, and a willingness to work together to identify

pragmatic solutions. Toward that end, my office offered multiple rounds of suggested amendments, which were unfortunately not accepted. While I cannot sign this legislation in its current form, my Administration stands ready to work with the legislature and stakeholders toward progress on this issue.

Sincerely,
Gavin Newsom

Rail and Public Transportation

[SB-397 \(Wahab\) - San Francisco Bay Area: public transportation](#)

Requires the California State Transportation Agency (CalSTA), to develop a plan to consolidate all transit agencies that are located within the geographic jurisdiction of the Metropolitan Transportation Agency (MTC).

Status: Held in Senate Committee – Transportation

[SB-827 \(Glazer\) - San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General.](#)

Revises the authority of the San Francisco Bay Area Rapid Transit District (BART) Inspector General (IG). Clarifies the IG's access to BART facilities, and the authority to examine records and other property, as specified. Grants the IG the right to subpoena documents; employees, in a manner that is protective of their rights; and witnesses.

Status: Died - Senate Floor

[SB-904 \(Dodd\) - Sonoma-Marín Area Rail Transit District.](#)

Makes various changes to the enabling statutes for the Sonoma-Marín Area Transit District (SMART), including procurement thresholds, as specified. Authorizes SMART's special taxes to also be imposed by a qualified voter initiative, if the initiative complies with certain requirements.

Status: Chapter 866, Statutes of 2024

[SB-926 \(Wahab\) - San Francisco Bay area: public transportation.](#)

Requires CalSTA to develop a plan to consolidate all transit agencies that are located within the geographic jurisdiction of the Metropolitan Transportation Agency (MTC).

Status: This bill was amended out of the committee's jurisdiction

SB-960 (Wiener) - Transportation: planning: complete streets facilities: transit priority projects.

Requires Caltrans to include complete streets assets in its asset management plan, system highway management plan, and in the plain language performance report for the state highway operation and protection program (SHOPP). This bill requires Caltrans to develop and adopt transit priority policy and guidelines. This bill requires Caltrans to commit to specific 4-year targets to incorporate complete streets facilities in the SHOPP.

Status: Chapter 630, Statutes of 2024

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

Authorizes the Metropolitan Transportation Commission (MTC) to propose new taxes, allocate new revenue and issue bonds for specified transportation projects, and requires CalSTA to consider transit agency consolidation within the San Francisco Bay area.

Status: Died - Assembly Floor

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

Authorizes the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) to use the Construction Manager/General Contractor (CM/GC) project delivery method, as defined.

Status: Chapter 181, Statutes of 2024

SB-1098 (Blakespear) - Passenger and freight rail: LOSSAN Rail Corridor.

Requires the Secretary of the California State Transportation Agency (CalSTA) submit a report, within two years of appropriation, regarding the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor. Requires the Secretary, in coordination with LOSSAN Rail Corridor operating stakeholders, to submit a report, no later than three years after appropriation, and biennially thereafter, on the management of the LOSSAN Rail Corridor. Requires the CalSTA secretary to convene a working group of stakeholders involved in the LOSSAN corridor, as specified, to develop and submit a report with recommendations, regarding long-term viability and coordination of corridor rail service. Requires that the Secretary provide guidance, recommendations, and facilitate coordination between stakeholders, on the LOSSAN Rail Corridor.

Status: Chapter 777, Statutes of 2024

SB-1417 (Allen) - Transit districts: prohibition orders.

Authorizes the Santa Monica Department of Transportation to have the authority currently provided to specified transit districts to issue prohibition orders to any person cited for committing a specified act.

Status: Chapter 189, Statutes of 2024

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

Creates a 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.

Status: Held in Senate Committee - Transportation

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

Increases the compensation for San Joaquin Regional Transit District board members and broadens the categories of assets in which the district can invest its surplus cash.

Status: Chapter 216, Statutes of 2024

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

Authorizes, but not requires, all transit buses to be equipped with a yield-right-of-way sign on the left rear of the bus.

Status: Chapter 555, Statutes of 2024

AB-1924 (Stephanie Nguyen) - Sacramento Regional Transit District.

Allows the Sacramento Regional Transit District (SacRT) to expand its service area to any city within Sacramento County and any other portion of the unincorporated territory within the boundaries of Sacramento County where the county has declared a need for the district to operate.

Status: Chapter 92, Statutes of 2024

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

Requires appointing powers for members of the board of directors of the Santa Clara Valley Transportation Authority to make public their reasons for appointing a board member and increases the term of office for each director to four years.

Status: Held in Senate Committee – Transportation

AB-2325 (Lee) - San Francisco Bay Area Rapid Transit District: officers and employees: designation and appointment.

Eliminates the treasurer and controller as specifically designated officers of the Bay Area Rapid Transit District and as positions subject to appointment and removal by the District Board. This bill creates the position of the chief financial officer, (CFO) subject to appointment and removal by the general manager and transfers all duties from the eliminated positions to the CFO.

Status: Chapter 106, Statutes of 2024

AB-2503 (Lee) - California Environmental Quality Act: exemption: passenger rail projects.

Creates a California Environmental Quality Act exemption for public projects that create or update existing facilities that support rail service used exclusively by zero-emission electrified trains on existing rights of ways.

Status: Chapter 718, Statutes of 2024

AB-2634 (McCarty) - Sacramento Regional Transit District.

Authorizes Sacramento Regional Transit (SacRT) to delegate to the appropriate officer the authority to order actions and procurements without competitive bidding in the case of an emergency. It also exempts SacRT from a requirement that each transit operator that offers reduced fares to senior citizens must also offer reduced fares to disabled persons at the same rate established for senior citizens until January 1, 2027. It mandates that if SacRT offers reduced fares to senior citizens only, under this exemption, the district shall not increase fares for disabled persons or disabled veterans. Further, if SacRT offers reduced fares to senior citizens only, under this exemption, this bill requires SacRT to submit a report to the Legislature by January 1, 2026.

Status: Chapter 111, Statutes of 2024

AB-2812 (Kalra) - Santa Clara Valley Transportation Authority.

Increases the bid thresholds for contracts related to supplies, equipment, and materials for the Santa Clara Valley Transportation Authority.

Status: Chapter 17, Statutes of 2024

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

Revises the lobbying and gift acceptance rules for the Los Angeles County Metropolitan Transportation Authority; strengthens the role of the Ethics Officer.

Status: Chapter 755, Statutes of 2024

Resolutions

SB-1247 (Hurtado) - Route 41: Tachi Highway.

Names a portion of Route 41 the "Tachi Highway." See SCR 159.

Status: Held in Senate Committee – Transportation

SCR-13 (Roth) - Joseph Tavaglione Memorial Interchange.

Designates the State Route 60, 215/91, 215 Separation (Bridge Number 56-0402) where State Highway Routes 60 and 91 meet Interstate 215 in the County of Riverside as the Joseph Tavaglione Memorial Interchange

Status: Chapter 205, Statutes of 2024

SCR-59 (Ochoa-Bogh) - Senator Bob Dutton Memorial Overcrossing.

Designates the overcrossing on State Route 210 at Archibald Avenue in the City of Rancho Cucamonga as the Senator Bob Dutton Memorial Overcrossing.

Status: Chapter 1, Statutes of 2024

SCR-74 (Nguyen) - Officer Jon Couthie Memorial Bridge.

Designates the Aliso Creek Bridge on State Highway Route 1 in the County of Orange as the Officer Jon Couthie Memorial Bridge

Status: Chapter 2, Statutes of 2024

SCR-102 (Alvarado-Gil) - Dave McCoy Memorial Highway.

Designates the portion of United States Highway 395 south of Route 203 to Convict Lake in the County of Mono as the “Dave McCoy Memorial Highway”.

Status: Chapter 126, Statutes of 2024

SCR-115 (Archuleta) - Los Angeles County Sheriff’s Deputy Michael Richard Arruda Memorial Interchange.

Designates the interchange on State Route 60 at the 7th Avenue Undercrossing in the City of Hacienda Heights in the County of Los Angeles as the “Los Angeles County Sheriff’s Deputy Michael Richard Arruda Memorial Interchange.”

Status: Chapter 128, Statutes of 2024

SCR-143 (Gonzalez) - USS Frank E. Evans Lost 74 Memorial Interchange and Bridge.

Designates an interchange and bridge in Long Beach as the USS Frank E. Evans Lost 74 Memorial Interchange and Bridge.

Status: Chapter 162, Statutes of 2024

SCR-151 (Stern) - Los Angeles County Sheriff’s Deputy Ryan Clinkunbroomer Memorial Highway.

Designates a specified portion of Interstate 5 between Magic Mountain Parkway, at postmile R53.565, and Valencia Boulevard, at postmile R52.465, in the City of Santa Clarita in the County of Los Angeles as the Los Angeles County Sheriff’s Deputy Ryan Clinkunbroomer Memorial Highway.

Status: Chapter 171, Statutes of 2024

SCR-159 (Hurtado) - Tachi Highway.

Designates the portion of State Route 41 between Kent Avenue and Bush Street in the County of Kings as the “Tachi Highway.”

Status: Chapter 206, Statutes of 2024

SCR-165 (Nguyen) – Surf City USA Freeway.

Designates specified portions of State Route 405 in the County of Orange as the USA Freeway.

Status: Held in Senate Committee - Transportation

SCR-169 (Dodd) - Willie Mays Highway.

Designates the portion of Interstate Highway 80 between postmile 3.836 and postmile 5.700 in the City and County of San Francisco as the Willie Mays Memorial Highway in recognition of his achievements and impact to California and the world.

Status: Chapter 207, Statutes of 2024

AB-2698 (Ta) - Route 405: Little Saigon Freeway

Designates a portion of Interstate Route 405 (I-405) from Bolsa Chica Road to Bolsa Avenue in Orange County to be known and designated as the Little Saigon Freeway.

Status: Chapter 574, Statutes of 2024

ACR-85 (Villapudua) - Master Sergeant Richard Pittman Memorial Highway.

Designates the portion of Interstate 5 between Roth Road, at postmile R19.584, and French Camp Road, at postmile R22.508, in the City of Stockton as the Master Sergeant Richard Pittman Memorial Highway.

Status: Chapter 56, Statutes of 2024

ACR-87 (Ta) - “Surf City USA” interchange

Designates 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.

Status: Chapter 57, Statutes of 2024

ACR-92 (Schiavo) - Los Angeles County Sheriff’s Deputy Hagop “Jake” Kuredjian Memorial Highway.

Designates the portion of Interstate 5 between the Pico-Lyons Overcrossing and the McBean Parkway Overcrossing in the City of Santa Clarita as the Los Angeles County Sheriff’s Deputy Hagop “Jake” Kuredjian Memorial Highway.

Status: Chapter 58, Statutes of 2024

ACR-93 (Dixon) - Marian Bergeson Memorial Bridge.

Designates the North Arm Newport Bay Bridge on State Route 1, in the County of Orange, as the Marian Bergeson Memorial Bridge.

Status: Chapter 59, Statutes of 2024

ACR-98 (Lackey) - CHP Officer Andy Ornelas Memorial Highway

Designates the portion of State Route 14 from the Avenue 0-8 bridge at Postmile R62.151 to the Avenue M overcrossing at Postmile R64.678, in the County of Los Angeles, as the CHP Officer Andy Ornelas Memorial Highway..

Status: Chapter 60, Statutes of 2024

ACR-121 (Gallagher) - National Purple Heart Trail.

Designates the portions of State Highway Routes 20 and 99 in the City of Yuba City in the County of Sutter for inclusion in the National Purple Heart Trail.

Status: Chapter 135, Statutes of 2024

ACR-124 (Pellerin) - Sergeant Damon Christopher Gutzwiller Memorial Highway.

Designates the portion of State Route 9 between Lower Glen Arbor Road and Western Avenue in the County of Santa Cruz as the Sergeant Damon Christopher Gutzwiller Memorial Highway.

Status: Chapter 106, Statutes of 2024

ACR-126 (Joe Patterson) - Sergeant Nicole Gee, United States Marine Corps Memorial Highway.

Designates the portion of State Route 80 in the County of Placer, from the Douglas Boulevard Overcrossing, 19-0079, to postmile 4.160, as the Sergeant Nicole Gee, United States Marine Corps Memorial Highway.

Status: Chapter 150, Statutes of 2024

ACR-158 (Chen) - Detective Terry Lee Fincher Memorial Highway.

Designates a specified portion of State Route 91 in the County of Orange as the Detective Terry Fincher Memorial Highway. The measure would also request the Department of Transportation (Caltrans) 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.

Status: Chapter 107, Statutes of 2024

ACR-203 (Hart) - Bob Raleigh Memorial Bike Path.

Designates the bike path located along a specified portion of State Route 246 in the County of Santa Barbara as the "Bob Raleigh Memorial Bike Path."

Status: Chapter 189, Statutes of 2024

ACR-215 (Waldron) - Payómkawish Highway.

Designates the portion of State Highway Route 76 from Pauma Reservation Road to Rincon Rancho Road in the County of San Diego as the 'Payómkawish Highway'.

Status: Chapter 191, Statutes of 2024

AJR-19 (Juan Carrillo) - Vehicles: disabled veterans.

Urges the federal government to allow vehicles registered to disabled veterans to utilize high occupancy vehicle (HOV) lanes.

Status: Chapter 200, Statutes of 2024

Rules of the Road

SB-708 (Jones) - Vehicles: off-highway motor vehicles: off-highway motorcycles: sanctioned event permit.

Requires the Department of Parks and Recreation to issue a special permit to California residents to operate certain off-road motorcycles at sanctioned events, as defined.

Status: Chapter 446, Statutes of 2024

SB-1297 (Allen) - Speed safety system pilot program.

Authorizes the City of Malibu to establish a speed safety system pilot program.

Status: Chapter 631, Statutes of 2024

SB-1313 (Ashby) - Vehicle equipment: driver monitoring defeat devices.

Prohibits a vehicle from being equipped with, or a person from using, a device that is designed for neutralizing or interfering with a driver monitoring system that is engaged when drivers are utilizing advanced driver assistance features or autonomous technology.

Status: Chapter 604, Statutes of 2024

SB-1394 (Min) - Access to remote vehicle technology.

Requires vehicle manufacturers to allow drivers to terminate remote access to a vehicle and remote access to the location of a vehicle under specified circumstances.

Status: Chapter 655, Statutes of 2024

SB-1509 (Stern) - Negligent Operator Treatment (NOT) in California Act.

Beginning January 1, 2027, makes it a violation to exceed the posted speed limit by 26 miles per hour or more on a highway with a posted speed limit for passenger vehicle of 55 miles per hour or less. This bill makes a second violation within 36 months of a first offense to have a negligent operator treatment penalty of two points.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 1509 without my signature.

This bill would create a new violation for driving 26 miles per hour over the posted speed limit on highways with speed limits of 55 miles per hour or less and impose increased penalties for repeat violations.

Under current law, many non-commercial drivers can attend Traffic Violator School to avoid point accumulation, making the application of the proposed two-point penalty less frequent. Moreover, this bill introduces an additional point only if the prior violation is for the exact same offense - excessive speeding - and not for other speeding offenses, such as those under the Basic Speed Law or speeding on highways. Consequently, this bill may have less of an overall deterrent effect than intended.

Implementing this bill would also require the Department of Motor Vehicles (DMV) to modify its information technology systems. The DMV is currently undergoing a comprehensive IT modernization effort, and the additional mandate would disrupt these critical projects. Additionally, this bill provides no cost recovery mechanism to offset the associated costs.

In partnership with the Legislature this year, my Administration has enacted a balanced budget that avoids deep program cuts to vital services and protected investments in education, health care, climate, public safety, housing, and social service programs that millions of Californians rely on. It is important to remain disciplined when considering bills with significant fiscal implications that are not included in the budget, such as this measure.

I encourage the Legislature to consider alternative measures that could effectively deter dangerous speeding without imposing further financial or administrative strain on the DMV.

For these reasons, I cannot sign this bill.

Sincerely,

Gavin Newsom

AB-1777 (Ting) - Autonomous vehicles.

Specifies when autonomous vehicle (AV) manufacturers are responsible for traffic violations committed by their AVs, and places various requirements on AV manufacturers by July 1, 2026.

Status: Chapter 682, Statutes of 2024

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

Authorizes, but not requires, all transit buses to be equipped with a yield-right-of-way sign on the left rear of the bus.

Status: Chapter 555, Statutes of 2024

AB-1978 (Sanchez) - Vehicles: speed contests.

Provides that a peace officer, who arrests a person, who, for the purpose of facilitating or aiding speed contests and exhibitions of speed, obstructs or places a barricade or assists or participates in placing a barrier or obstruction, is authorized to impound the vehicle used to commit the violation without taking the person into custody.

Status: Chapter 501, Statutes of 2024

AB-2186 (Wallis) - Vehicles: impoundment.

Expands the list of offenses for which a person may be arrested and a vehicle seized to include an exhibition of speed that occurs in an off-street parking facility.

Status: Chapter 502, Statutes of 2024

AB-2259 (Boerner) - Transportation: bicycle safety handbook.

Requires the California State Transportation Agency (CalSTA), upon appropriation by the Legislature, to develop and distribute a handbook on bicycling safety on or before September 1, 2025.

Status: Held in Senate Committee - Appropriations

AB-2583 (Berman) - School zones and walk zones.

Requires a general plan circulation element to include school walk zones. This bill would reduce the school zone speed limit from 25 miles per hour to 20 miles per hour commencing January 2028 and make available signage and posting options at local agency discretion.

Status: Held in Senate Committee - Appropriations

AB-2669 (Ting) - Toll bridges: tolls.

Provides that no toll shall be imposed on the passage of a pedestrian, a bicycle or a personal mobility device over any bridge on which tolls are imposed on motor vehicles that is under the jurisdiction of a district or any state owned bridge or any bridge that is part of the state highway system pursuant to a franchise agreement.

Status: Chapter 731, Statutes of 2024

AB-2807 (Villapudua) - Vehicles: sideshows and street takeovers.

Clarifies that a “sideshow” is also known as a “street takeover.”

Status: Chapter 503, Statutes of 2024

AB-3085 (Gipson) - Vehicles: removal and impoundment.

Expands the list of offenses for which a peace officer may impound a vehicle pursuant to a warrant or order issued by a magistrate.

Status: Chapter 504, Statutes of 2024

Streets and Highways

SB-930 (Laird) - Memorial highways: Memorial Highway Signage Fund.

Creates a fund in the State Treasury to cover Caltrans costs in erecting signage for memorial highway designations for individuals who have promoted racial and gender equity.

Status: Held in Assembly Committee – Appropriations

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

Requires the Governor’s Office of Planning and Research to conduct a study by January 1, 2026, that identifies road safety projects and the type of CEQA review typically required for those common projects.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 936 without my signature.

This bill would require the California Department of Transportation (Caltrans) to complete a study identifying the 15 locations on the state highway system with the

highest rates of vehicle collisions and to propose projects to improve road safety at each of these locations by January 1, 2026.

Caltrans is already implementing various initiatives to prioritize road safety improvements, including its Safe System Approach. This innovative approach aims to reduce fatal and serious injuries for all road users by taking a comprehensive view of safety, focusing on multiple layers of protection, from building safer roads to post-crash care. While I support efforts to expedite traffic safety enhancements, this bill conflicts with Caltrans' data-driven approach to identifying and developing a holistic traffic safety framework for its projects. Prioritizing locations based solely on overall collision rates, without considering crash severity and other associated collision factors, may fail to address the areas of greatest safety concern.

Existing safety planning efforts that proactively identify and implement safety projects, such as the California Strategic Highway Safety Plan, can already effectively achieve the goals that this bill seeks to accomplish. I encourage the Legislature to partner with Caltrans to advance the implementation of these efforts.

For these reasons, I am unable to sign this bill.

Sincerely,
Gavin Newsom

[SB-1173 \(Seyarto\) - Transportation funds: De Luz Community Services District.](#)

Requires 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.

Status: Held in Senate Committee – Transportation

[AB-99 \(Connolly\) - Department of Transportation: state roads and highways: integrated pest management.](#)

Requires Caltrans to adopt, by January 1, 2025, a statewide policy to use integrated pest management on state roads and highways and report on its website about its use of pesticides.

Status: Vetoed

Governor's Veto Message:

Governor's Veto Message: To the Members of the California State Assembly:

I am returning Assembly Bill 99 without my signature.

This bill would restrict the use of herbicides and pesticides by the California Department of Transportation (Caltrans) for vegetation management along state roads and highways. The bill would also require Caltrans to comply with stricter local ordinances, and publish annual reports on pesticide use, among other requirements.

While I appreciate the intent to promote environmental stewardship, this bill raises several concerns. By allowing local ordinances to override state standards, the bill conflicts with existing state law, which preempts local regulation of pesticide use. The bill also uses unclear terminology, creating implementation and enforcement challenges, and leading to a regulatory patchwork that complicates Caltrans' ability to manage vegetation safely and efficiently across the state. This would increase administrative burdens and limit Caltrans' ability to use the most effective vegetation management tools along state highways.

California has made significant progress in sustainable pest management through the Sustainable Pest Management (SPM) Roadmap, developed in collaboration with state agencies and stakeholders. This roadmap reflects a holistic, long-term approach to managing pests while protecting human health, the environment, and the economy. Caltrans' existing Integrated Vegetation Management Plan aligns with these efforts. Furthermore, earlier this year, I signed Assembly Bill 2113 (Chapter 60, Statutes of 2024), codifying California's commitment to sustainable pest management.

Moreover, these requirements would result in millions of ongoing costs that were not accounted for in the 2024 Budget Act. In partnership with the Legislature this year, my Administration has enacted a balanced budget that avoids deep program cuts to vital services and protected investments in education, health care, climate, public safety, housing, and social service programs that millions of Californians rely on. It is important to remain disciplined when considering bills with significant fiscal implications that are not included in the budget, such as this measure.

For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

AB-2082 (Juan Carrillo) - State highways: State Route 138: reduction.

Authorizes the commission to relinquish to the City of Palmdale all or a portion of State Route 138 within the city's jurisdiction and prescribe conditions that apply upon relinquishment.

Status: Chapter 698, Statutes of 2024

AB-2333 (Santiago) - State highways: airspace leases: report.

Requires the California Department of Transportation (Caltrans) to annually submit a report to the Assembly and Senate Transportation Committees on every airspace site leased by Caltrans.

Status: Held in Senate Committee - Appropriations

AB-2367 (Lee) - Highways: supplemental destination signs: state special schools.

Requires the California Department of Transportation (Caltrans) in the next revision of the California Manual on Uniform Traffic Control Devices (MUTCD) to allow supplemental destination signs for a state special school that is located within five miles of the highway.

Status: Chapter 152, Statutes of 2024

AB-2698 (Ta) - Route 405: Little Saigon Freeway.

Designates a portion of Interstate Route 405 (I-405) from Bolsa Chica Road to Bolsa Avenue in Orange County to be known and designated as the Little Saigon Freeway.

Status: Chapter 574, Statutes of 2024

AB-2817 (Dixon) - State highways: Route 1: relinquishment.

Authorizes the commission to relinquish to the City of Laguna Beach a specified portion of Route 1 if the department and the city enter into an agreement providing for that relinquishment, as specified.

Status: Chapter 416, Statutes of 2024

Trans Planning and Sustainable Communities Strategies

[AB-6 \(Friedman\) - Transportation planning: regional transportation plans: reduction of greenhouse gas emissions](#)

Strengthens the authority of the California Air Resources Board over Sustainable Communities Strategies submitted by transportation planning agencies.

Status: Held in Senate Committee - Transportation

[AB-2086 \(Schiavo\) - Transportation funding: California Transportation Plan: public dashboard.](#)

Requires the California Transportation Plan (CTP) to include a financial element that summarizes the full cost of implementing the plan over the first ten years of the planning period. Also requires the Department of Transportation (Caltrans) to report on how annual project investments are advancing the vision and goals of the CTP.

Status: Chapter 629, Statutes of 2024

Transportation Finance and Development

[SB-947 \(Seyarto\) - Department of Transportation: state highway projects: agreements with public entities: project design changes.](#)

Requires the California Department of Transportation (Caltrans), to include a provision in any agreement with a city, county, or other public entity contributing funds for a state highway project that the department is responsible for any costs associated with project design changes. If the project design changes occur after the project has been included in the state transportation improvement program (STIP) or the state highway operation and protection program (SHOPP) with exceptions for changes due to health and safety.

Status: Held in Senate Committee – Transportation

[SB-1279 \(Niello\) - State financed projects: state competitive grant programs.](#)

Excludes 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.

Status: Held in Senate Committee - Local Government

[AB-2086 \(Schiavo\) - Transportation funding: California Transportation Plan: public dashboard.](#)

Requires the California Transportation Plan (CTP) to include a financial element that summarizes the full cost of implementing the plan over the first ten years of the planning period. Also requires the Department of Transportation (Caltrans) to report on how annual project investments are advancing the vision and goals of the CTP.

Status: Chapter 629, Statutes of 2024

[AB-2261 \(Garcia\) - Transportation: federal funding: tribes.](#)

Allows a federally recognized Native American tribe to be eligible for federal funding for a transportation project and authorizes the tribe to be the lead agency for a transportation project that receives federal funding, to the extent permitted by state and federal law.

Status: Chapter 102, Statutes of 2024

Vehicle Registration, Vehicle Dealers, and Vehicles

[SB-898 \(Skinner\) - Vehicle equipment: windows.](#)

Requires, by model year 2032, every new truck trailer, motor truck, and bus, except trailer buses and pickup trucks, manufactured or sold in the state have their front driver window filtered to block ultraviolet radiation.

Status: This bill was amended out of the committee's jurisdiction

[SB-932 \(Seyarto\) - Vehicles: registration fees and penalties.](#)

As of January 1, 2028, requires the Department of Motor Vehicles (DMV) to waive delinquent registration fees and penalties when a transferee (purchaser) of a used vehicle applies for a transfer of registration and DMV determines that the fees and penalties accrued prior to the purchase of the vehicle. Any such delinquent fees and penalties would become the personal debt of the transferor (seller) of the vehicle, and would be subject to collection by DMV, as specified.

Status: This bill was amended out of the committee's jurisdiction

[SB-961 \(Wiener\) - Vehicles: safety equipment.](#)

Requires, beginning with the 2030 model year, every passenger vehicle, motor truck, and bus manufactured, sold as new, or leased as new in the state to be equipped with a passive intelligent speed assistance system that provides a brief one-time signal to alert a driver each time they exceed the speed limit by more than ten miles per hour.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 961 without my signature.

This bill would require, beginning with the 2030 model year, that every new passenger vehicle, motor truck, and bus sold or leased in California be equipped with a passive intelligent speed assistance system to alert drivers when they exceed the speed limit by more than 10 miles per hour.

While I appreciate the intent to improve traffic safety, this bill presents several challenges. Federal law, as implemented by the National Highway Traffic Safety Administration (NHTSA), already regulates vehicle safety standards, and adding California-specific requirements would create a patchwork of regulations that undermines this longstanding federal framework. NHTSA is also actively evaluating intelligent speed assistance systems, and imposing state-level mandates at this time risks disrupting these ongoing federal assessments.

For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

[SB-1021 \(Archuleta\) - Emergency vehicles: blue warning lights.](#)

Authorizes parole officers to display a blue warning light from their emergency vehicles if the officer completes a certified operation of emergency vehicles training course.

Status: Held in Senate Committee - Appropriations

[SB-1271 \(Min\) - Electric bicycles, powered mobility devices, and storage batteries.](#)

Prohibits a person from selling, leasing, renting or offering for sale, lease or rent an electric bicycle (e-bike) unless the battery has been tested by an accredited testing laboratory for compliance with certain standards and modifies the definition of an e-bike.

Status: Chapter 791, Statutes of 2024

AB-1901 (Chen) - Vehicles: total loss claim: salvage certificate or nonrepairable vehicle certificate.

Creates a process for a vehicle to be deemed abandoned and for a salvage pool to gain salvage certificate or nonrepairable vehicle certificate for a vehicle in its possession that is a total loss vehicle.

Status: Chapter 364, Statutes of 2024

AB-1953 (Villapudua) - Vehicles: weight limits.

Clarifies that the power unit of a near-zero emission or zero-emission vehicle may exceed allowable gross weight limits by up to 2,000 pounds, but no more than 2,000 pounds when the vehicle contains more than one power unit. This bill would also clarify that the maximum gross vehicle weight for a near-zero-emission vehicle or a zero-emission vehicle is 82,000 pounds.

Status: Chapter 219, Statutes of 2024

AB-2111 (Wallis) - License plates: obstruction or alteration.

Prohibits a person from altering their license plate or license plates' reflective coating in order to evade electronic capture of the license plate, for any reason.

Status: Chapter 59, Statutes of 2024

AB-2186 (Wallis) - Vehicles: impoundment.

Expands the list of offenses for which a person may be arrested and a vehicle seized to include an exhibition of speed that occurs in an off-street parking facility.

Status: Chapter 502, Statutes of 2024

AB-2289 (Low) - Vehicles: parking placards and special license plates for disabled veterans and persons with disabilities.

Beginning January 1, 2026, authorizes a licensed physical therapist to certify certain disabled persons for the purposes of receiving a disability placard, plate or temporary disability placard from the Department of Motor Vehicles (DMV).

Status: Held in Senate Committee - Appropriations

AB-2536 (Hoover) - Vehicles: local registration fees.

Defines "vehicle theft crimes" to include vehicle parts for the purposes of what a county can spend vehicle registration fee revenue on and requires a county to post its year-end report on collection of this fee on its website.

Status: Chapter 16, Statutes of 2024

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

Extends the repeal date of provisions authorizing vehicles with a Clean Air Vehicle (CAV) decal to drive in High Occupancy Vehicle (HOV) lanes to January 1, 2027, if permitted by federal law.

Status: Chapter 414, Statutes of 2024

AB-3138 (Wilson) - Vehicle identification and registration: license plates.

Allows personal vehicles to be equipped with digital license plates that include vehicle location technology.

Status: Chapter 756, Statutes of 2024

AB-3139 (Weber) - Data privacy: vehicle manufacturers: remote vehicle technology.

Requires a vehicle manufacturer to ensure that any remote technology in their vehicles can be immediately manually disabled by a driver from inside the vehicle or if technically impossible, to create a mechanism for survivors of specified crimes to submit a request to disable such technology, which shall be done within one business day.

Status: Died - Senate Floor

Zero-Emission Vehicles and Technology

SB-233 (Skinner) - Energy: new zero-emission vehicles and electric vehicle supply equipment: bidirectional capability.

Requires the Energy Commission to convene a stakeholder workgroup to examine challenges with using a battery electric vehicle and bidirectional electric vehicle service equipment as a mobile battery, and require the Energy Commission, on or before January 1, 2026, to submit a report to the Governor and Legislature.

Status: This bill was amended out of the committee's jurisdiction.

SB-301 (Portantino) - Vehicular air pollution: Zero-Emission Aftermarket Conversion Project.

Requires the California Air Resources Board to establish the Zero-Emission Aftermarket Conversion Project, using funding from the Clean Vehicle Rebate Project to provide an applicant with a rebate for converting a vehicle into a zero-emission vehicle.

Status: Vetoed

Governor's Veto Message:

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 301 without my signature.

This bill would require the California Air Resources Board (CARB) to establish the Zero-Emission Aftermarket Conversion Project (ZACP) to provide an applicant with a financial rebate for converting a gasoline- or diesel-fueled vehicle into a zero-emission vehicle (ZEV).

California is showing the world what's possible - fostering innovation and creating space for an industry to flourish as the sale of ZEVs reach record highs, with over 1.8 million ZEVs now on California's roads. The state continues to invest billions of dollars in ZEV deployment and supporting infrastructure to achieve our ambitious climate and clean air goals.

While I share the author's desire to further accelerate the state's transition to ZEVs, this bill creates a new program at a time when the state faces a \$44.9 billion shortfall for the 2024-25 fiscal year. Additionally, there is no funding currently identified or available in the state budget to support this new program.

For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

[SB-615 \(Allen\) - Vehicle traction batteries.](#)

Requires vehicle traction batteries to be recovered and reused, repurposed, or remanufactured and recycled at the end of their useful life. This bill requires vehicle manufacturers, dealers, dismantlers, repair dealers, or other secondary users to be responsible for ensuring responsible end-of-life management of vehicle traction batteries.

Status: Vetoed

Governor's Veto Message:

Governor's Veto Message: To the Members of the California State Senate:

I am returning Senate Bill 615 without my signature.

This bill would require that all electric vehicle (EV) batteries in the state be reused, repaired, repurposed, or remanufactured, and eventually recycled at the end of their

useful life. The Department of Toxic Substances Control (DTSC) would be responsible for adopting regulations to implement and enforce the bill's requirements, and for establishing a method for EV battery suppliers, secondary users, secondary handlers, and qualified facilities to report EV battery transactions.

I agree with the intent of this bill and the need to responsibly manufacture, recycle, and reuse EV batteries. As California continues to lead the revolution toward a zero-emission transportation future, with a requirement that all new vehicles sold in the state be zero-emission by 2035, responsibly tracking the sale, use, and reuse of these vehicle batteries will be critical. Effective EV battery stewardship also presents an exciting opportunity to develop new innovative industries that use repurposed or recycled batteries.

California has successfully implemented many reuse and recycling systems. These market-based solutions significantly reduce waste and create jobs by turning a challenging product into a resource. However, this legislation places a significant burden on DTSC to implement the policy, instead of building on the success of existing producer responsibility models. I encourage the author to continue working with stakeholders to explore if a producer responsibility organization would yield more equilibrium among public agencies and industry in sharing the administrative burden required by this policy

For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

[SB-934 \(Gonzalez\) - Zero-emission freight infrastructure: interagency coordination: report.](#)

Requires the California Transportation Commission (CTC) and the California Energy Commission to jointly convene the Zero-Emission Freight Central Delivery Team (Delivery Team) to lead the statewide coordination of zero-emission freight infrastructure planning and implementation.

Status: Held in Assembly Committee - Appropriations

[SB-1393 \(Niello\) - Advanced Clean Fleets Regulation Appeals Advisory Committee.](#)

Establishes an advisory committee of 20-28 specified members who must meet monthly to hear appeals from individuals who sought exemption from the Advanced Clean Fleets

regulations; the committee must then consider and report to the California Air Resources Board its recommendations on those appeals.

Status: Held in Senate Committee - Environmental Quality

[SB-1418 \(Archuleta\) - Hydrogen-fueling stations: expedited review.](#)

Requires cities and counties to adopt an ordinance that creates an expedited, streamlined permitting process for hydrogen fueling stations.

Status: Chapter 607, Statutes of 2024

[AB-627 \(Jackson\) - Drayage trucks: voucher incentive project.](#)

Requires that a voucher provided under the HVIP program 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.

Status: Held in Senate Committee - Environmental Quality

[AB-2697 \(Irwin\) - Transportation electrification: electric vehicle charging infrastructure.](#)

Requires the California Energy Commission (CEC) to apply roaming standards only to major electric vehicle charging network operators.

Status: Chapter 735, Statutes of 2024

[AB-2815 \(Petrie-Norris\) - Clean Transportation Program: electric vehicle chargers.](#)

Adds to the categories of programs and projects eligible for funding under the Clean Transportation Program (CTP) a program to repair or replace non-operational electric vehicle (EV) chargers that are at least 5 years old and that are located in a publicly available parking space. The bill would prohibit expending more than 20% of the amount appropriated for purposes of the CTP in any particular fiscal year on the repair and replacement program.

Status: Held in Senate Committee - Appropriations