



Legislative Introduction Deadline Passes- Priority Bills Identified

Friday, February 22nd, better known to those who work in and around the Legislature as the bill introduction deadline, passed and gave us the first real look at what the legislative landscape will look like for the upcoming year. As expected, our industry saw several pieces of legislation introduced that directly affect how our industry operates, both good and bad.

Below is a quick rundown are a few priority bills CTA identified and are tracking:

AB 5 (Gonzalez Fletcher) – Codifies the Dynamex decision into state law. CTA staff is continuing to pursue a legal remedy through the courts, but is also in engaged in legislative discussions on if a legislative fix is possible.

AB 51 (Gonzalez Fletcher) – Would ban the inclusion of an arbitration agreement in a hiring packet. This is similar to AB 3080 from last year that was vetoed by Gov. Brown and opposed by CTA and this measure will continue to warrant CTA’s opposition.

AB 371 (Frazier) - Requires the Governor’s Office of Business and Economic Development (Go-Biz), in consultation with key environmental and transportation agencies, to prepare a state wide economic vitality assessment of the California freight industry on or before December 31, 2021 and to update the assessment at least every 5 years.

AB 821 (O’Donnell) - Establishes the California Port Efficiency Program to fund projects improving the velocity, throughput, and reliability of port operations.

AB 1191 (Bonta) – A spot bill that has been introduced to seek a CEQA exemption for a possible new A’s stadium at Howard’s Terminal. As has been reported many times, CTA has been engaged on the planned ball park at the Port of Oakland.



AB 1575 (O'Donnell) – Requires, instead of authorizes, ocean marine terminals to conduct an intermodal roadability inspection program for intermodal chassis and makes various changes to existing program requirements.

SB 205 (Hertzberg) - Would require, when applying to a city or a county for an initial business license or business license renewal, a person who conducts a business operation that is a regulated industry to demonstrate compliance with the NPDES permit program by providing specified information, under penalty of perjury, on the application, including, among other things, the Standard Industrial Classification code for the business. This bill would apply to all applications for initial business licenses and business license renewals submitted on and after January 1, 2020.

SB 210 (Leyva) – Would create a SMOG test for heavy duty trucks. Pursuant to direction from the Environmental Committee, CTA is continuing discussions with the author and other concerned stakeholders to determine if such a program is possible with the proper amendments.

Asm Voepel Trucking Package – Asm Voepel, has introduced **AB 158** and **AB 159** to try and start conversations on both speed differential and on signage at truck stops. CTA has discussed the proposals with the Authors office.

More information on these and other proposals will be discussed throughout the legislative session and at the upcoming April 3rd and 4th Policy Committee meetings in Sacramento .