

Date of Hearing: May 6, 2026

ASSEMBLY COMMITTEE ON APPROPRIATIONS
Buffy Wicks, Chair
AB 2761 (Petrie-Norris) – As Amended March 19, 2026

Policy Committee: Transportation Vote: 16 - 0

Urgency: No State Mandated Local Program: Yes Reimbursable: Yes

SUMMARY:

This bill revises existing law governing reporting of vehicle collisions, which the bill refers to as “crashes.”

Specifically, among other things, this bill:

- 1) Repeals existing law that requires the California Highway Patrol (CHP) provide accident reporting forms to police departments, coroners, sheriffs and other agencies and individuals and requires CHP, by January 1, 2030, exempt from the requirements of the Administrative Procedures Act (APA), to prescribe minimum requirements to document traffic crashes and determine the method and standards for electronically submitting all crash investigation reports by providing a crash investigation report system to police departments, coroners, sheriffs and other suitable agencies or individuals to be used in the documentation of traffic crashes.
- 2) Requires a law enforcement agency to document traffic crashes consistent with the CHP requirements described above and electronically submit completed crash investigation reports to CHP in the timeframe prescribed by CHP.
- 3) Requires a coroner or medical examiner to report any death to the CHP electronically, consistent with the CHP reporting requirements described above, rather than in writing as required by current law.
- 4) Modifies existing law so that CHP is to maintain a database of all crash investigation reports and requires CHP to analyze such reports.
- 5) Provides that an electronic copy of a crash investigation report shall be provided at no cost to the requester.

FISCAL EFFECT:

This bill creates significant new costs for CHP to prescribe minimum requirements to document traffic crashes and determine the method and standards for electronically submitting all crash investigation reports (special funds of federal funds).

COMMENTS:

Existing law requires a police department that received an accident report during a month to forward a copy of the accident report to CHP by the fifth day of the following month. Similarly, existing law requires a coroner or medical examiner to report monthly in writing to the CHP any death that resulted from a motor vehicle accident. Consistent with the law, CHP develops and supplies accident report forms to local law enforcement, medical examiners, coroners and others, and the law requires CHP to tabulate and analyze accident reports and publish annual statistical reports. Much of this reporting is analogue, paper based and slow.

The author intends this bill to modernize the effort. According to the author:

Current law does not require law enforcement agencies to submit crash reports electronically or to use the most up-to-date reporting format. As a result, California's crash data is incomplete, delayed, and inconsistent...AB 2761 amends the California Vehicle Code to modernize data collection from a combination of paper and electronic process to a fully automated electronic process. Electronic crash reports will be easier to share with stakeholders, ensure consistency statewide, and provide timely information to identify trends, evaluate programs, refine enforcement strategies, and target safety improvements.

According to the CHP, it received a five-year, \$60.3 million grant from the federal National Highway Traffic Safety Administration (NHTSA) to build a crash reporting system to provide California's law enforcement agencies ("Allied Agencies") an application to electronically complete crash reports for data collection by the CHP. CHP reports it is currently building the reporting system and that the requirements of this bill are consistent with that work, and costs to do so are covered by the NHTSA grant.

The bill is supported by both of the state's major motorist organizations—AAA Northern California, Nevada and Utah and the Automobile Club of Southern California, which together assert this bill will "enable transportation agencies to better identify high-injury corridors, evaluate safety countermeasures, and prioritize investments that deliver the greatest safety benefit."

There is no opposition to this bill.

Analysis Prepared by: Jay Dickenson / APPR. / (916) 319-2081