



Orange County Transportation Authority

Legislative Committee Agenda Thursday, May 21, 2026 at 9:30 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Donald P. Wagner, Chair
Katrina Foley, Vice Chair
Doug Chaffee
Fred Jung
Janet Nguyen
Kathy Tavoularis
Mark Tettermer

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Orange County Transportation Authority (OCTA) Clerk of the Board's office at (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda Descriptions

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Meeting Access and Public Comments on Agenda Items

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In-Person Comment

Members of the public may attend in-person and address the Board regarding any item within the subject matter jurisdiction of the Orange County Transportation Authority. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

LEGISLATIVE COMMITTEE MEETING AGENDA

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

Call to Order

Pledge of Allegiance

Director Jung

Closed Session

There are no Closed Session items scheduled.

Special Calendar

1. Conference Call with State Legislative Advocate Moira Topp

Moira Topp

Overview

An update of legislative items in Sacramento will be provided.

Consent Calendar (Item 2)

2. Approval of Minutes

Clerk of the Board

Recommendation

Approve the minutes of the April 16, 2026 Legislative and Communications Committee meeting.

Attachments:

[Minutes](#)

Regular Calendar

3. State Legislative Status Report

Clara Brotcke/Kristin Jacinto

Overview

The Orange County Transportation Authority provides regular updates to the Legislative Committee on policy issues directly impacting its programs, projects, and operations. This report recommends a support if amended position on a bill related to regional transportation planning and sustainable communities strategies. The report also includes informational updates on proposed amendments to the California Air Resources Board's Cap-and-Invest Program and the potential implications for transit funding, as well as an update on the Governor's Fiscal Year 2026-27 State Budget May Revision.

LEGISLATIVE COMMITTEE MEETING AGENDA

Recommendation(s)

Adopt a SUPPORT IF AMENDED position on SB 1087 (Cabaldon, D-Napa), which would reform the state's implementation of SB 375 (Chapter 728, Statutes of 2008) by modifying requirements related to regional transportation planning, sustainable communities strategies, and state transportation funding programs.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

4. Federal Legislative Status Report

Clara Brotcke/Kristin Jacinto

Overview

The Orange County Transportation Authority regularly updates the Legislative Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This report provides an update on federal Fiscal Year 2027 Community Project Funding and Congressionally Directed Spending requests, including coordination with the Orange County congressional delegation to advance priority transportation projects for potential inclusion in the appropriations process. The report also includes an overview of emerging policy developments related to the 900-megahertz band, which is used by a range of transportation technologies, including electronic toll collection systems.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

Discussion Items

5. Fiscal Year 2026-27 Budget Workshop Follow-up

Victor Velasquez/Andrew Oftelie

Overview

Budget staff is available for follow-up questions, issues, or concerns that may have arisen at and/or since the budget workshop conducted with the Board of Directors on May 11, 2026.

Attachments:

[Handout](#)

LEGISLATIVE COMMITTEE MEETING AGENDA

6. **Public Comments**

7. **Chief Executive Officer's Report**

8. **Committee Members' Reports**

9. **Adjournment**

The next regularly scheduled meeting of this Committee will be held:

9:30 a.m. on Thursday, June 18, 2026

OCTA Headquarters

Board Room

550 South Main Street

Orange, California



Committee Members Present

Katrina Foley, Vice Chair
Doug Chaffee
Fred Jung
Kathy Tavoularis
Mark Tettemer

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Sahara Meisenheimer, Clerk of the Board Specialist, Senior
Gina Ramirez, Assistant Clerk of the Board
Andrea West, Clerk of the Board
James Donich, General Counsel
OCTA Staff

Committee Members Absent

Donald P. Wagner, Chair
Janet Nguyen

Call to Order

The April 16, 2026 Legislative Committee meeting was called to order by Committee Vice Chair Foley at 9:30 a.m.

Special Calendar

1. Conference Call with State Legislative Advocate Moira Topp

Moira Topp, State Legislative Advocate, provided a report on this item.

No action was taken on this item.

Consent Calendar (Item 2)

2. Approval of Minutes

A motion was made by Director Jung, seconded by Director Tettemer, and declared passed by those present to approve the minutes of the March 19, 2026 Legislative and Communications Committee meeting.

Regular Calendar

3. State Legislative Status Report

Kristin Jacinto, Executive Director of Government Relations, and Clara Brotcke, Government Relations Representative, provided a report on this item.

A motion was made by Director Chaffee, seconded by Director Jung, and declared passed by those present, to:

- A. Adopt a SUPPORT position on AB 1855 (Gonzalez, R-Indio), which would expand California Environmental Quality Act exemptions for passenger rail projects.

- B. Adopt a SUPPORT position on AB 1944 (Lee, D-Milpitas), which would establish a phased extension of axle weight allowances for zero-emission transit buses to support fleet transition requirements.
- C. Adopt a SUPPORT position on AB 2513 (Petrie-Norris, D-Irvine), which would expand eligibility for regional wildfire resilience funds.
- D. Adopt an OPPOSE position on AB 2560 (Schultz, D-Burbank), which would codify the Climate Action Plan for Transportation Infrastructure goals and apply them to major state transportation funding programs.
- E. Adopt a SUPPORT position on AB 2576 (Harabedian, D-Pasadena), which would delay implementation timelines associated with SB 79 (Chapter 512, Statutes of 2025).
- F. Adopt a SUPPORT position on SB 935 (Choi, R-Irvine), which would indefinitely extend design-build authority for local agencies.
- G. Adopt a SUPPORT position on SB 1167 (Blakespear, D-Encinitas), which would clarify the definition of electric bicycles and establish enhanced labeling, disclosure, and safety requirements.
- H. Adopt an OPPOSE position on SB 1423 (Stern, D-Sherman Oaks), which would require a minimum allocation of State Transportation Improvement Program funds to “safe streets” projects and modify the Active Transportation Program.

4. Federal Legislative Status Report

Kristin Jacinto, Executive Director of Government Relations, provided a report on this item.

No action was taken on this receive and file information item.

Discussion Items

5. Public Comments

There were no public comments.

6. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported on the Mayor's Forums and Bus Commute Calculator for Earth Day.



7. Committee Members' Reports

Director Chaffee thanked staff for the excellent information at the District Four Mayors Forum.

8. Adjournment

The meeting adjourned at 10:09 a.m.

The next regularly scheduled meeting of this Committee will be held:

9:30 a.m. on Thursday, May 21, 2026

OCTA Headquarters

Board Room

550 South Main Street

Orange, California

ATTEST

Sahara Meisenheimer
Clerk of the Board Specialist



May 21, 2026

To: Legislative Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: State Legislative Status Report

Overview

The Orange County Transportation Authority provides regular updates to the Legislative Committee on policy issues directly impacting its programs, projects, and operations. This report recommends a support if amended position on a bill related to regional transportation planning and sustainable communities strategies. The report also includes informational updates on proposed amendments to the California Air Resources Board's Cap-and-Invest Program and the potential implications for transit funding, as well as an update on the Governor's Fiscal Year 2026–27 State Budget May Revision.

Recommendation

Adopt a SUPPORT IF AMENDED position on SB 1087 (Cabaldon, D-Napa), which would reform the state's implementation of SB 375 (Chapter 728, Statutes of 2008) by modifying requirements related to regional transportation planning, sustainable communities strategies, and state transportation funding programs.

Discussion

SB 1087 (Cabaldon, D-Napa): Transportation planning: sustainable communities strategies: transportation funding programs.

SB 1087 proposes a series of reforms to the state's implementation of SB 375 (Chapter 728, Statutes of 2008), which governs regional transportation planning through regional transportation plans (RTP) and sustainable communities strategies (SCS). The bill is intended to modernize the development and approval process for RTP/SCS documents, including extending planning timelines, modifying greenhouse gas target-setting processes, and clarifying that

RTP, SCS, and alternative planning strategies (APS), if required, are not subject to the California Environmental Quality Act.

SB 1087 includes several provisions intended to improve the regional transportation planning process, including clarifying the California Air Resources Board's review process for SCS, establishing an eight-year planning cycle aligned with RTPs, and allowing regions that have adopted an APS to be eligible for state transportation funding programs, including SB 1 (Chapter 5, Statutes of 2017) programs. These changes may provide greater predictability and alignment between planning and funding processes.

The bill also includes provisions that would more closely link state transportation funding programs, including SB 1 and the State Highway Operations and Performance Program, to RTP consistency requirements. Specifically, projects would be required to demonstrate consistency with the timing, phasing, and scope of projects included in an adopted RTP, and metropolitan planning organizations may be required to make determinations regarding project consistency. These provisions may affect project evaluation criteria and prioritization for competitive funding programs, including the Solutions for Congested Corridors Program.

In addition, the bill includes language requiring greenhouse gas emission reduction targets to consider "all on-road transportation sectors." This represents a shift from the current focus on automobiles and light trucks to a broader set of transportation sources, including transit and goods movement. Expanding the scope of these targets may have implications for how regional plans are developed and evaluated, particularly for sectors that serve essential mobility and economic functions. While the intent may be to allow regions to account for a broader range of emissions reduction strategies, additional clarity may be needed to ensure that this approach does not create unintended disincentives for transit use or goods movement.

OCTA is generally supportive of efforts to improve regional planning processes and provide greater clarity and predictability in the development of RTP/SCS documents. However, concerns remain regarding potential unintended consequences of the bill's funding-related provisions, including requirements tying project eligibility and competitiveness to RTP consistency determinations.

To address these concerns, the bill should:

- Preserve California Transportation Commission discretion in administering competitive funding programs, including the Solutions for Congested Corridors Program, without additional review or new requirements.
- Include regional transportation agency representation in any newly constituted Regional Targets Advisory Committee.

- Provide additional clarity regarding the application of greenhouse gas emission reduction targets across different transportation sectors.

This legislation is sponsored by the Metropolitan Transportation Commission-Association of Bay Area Governments, the Sacramento Area Council of Governments, the San Diego Association of Governments, and the Southern California Association of Governments. A SUPPORT IF AMENDED position is consistent with OCTA's 2025–26 State Legislative Platform principle to “Support efforts to reform SB 375 (Chapter 728, Statutes of 2008) to improve the technical processes underpinning target setting and plan development, while also ensuring the reforms do not impact existing transportation funding distribution or eligibilities, or restrict the ability for transportation agencies to implement their projects or programs.” A thorough analysis and copy of the text of this legislation is included as Attachment A.

California Air Resources Board Cap-and-Invest Program Update

The California Air Resources Board is currently considering proposed amendments to the state's Cap-and-Invest Program, which generates revenue for the Greenhouse Gas Reduction Fund (GGRF) that supports a range of climate and transportation programs. These include key transit funding programs such as the Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP), which provide funding for capital improvements, service operations, and zero-emission transit investments.

Under the current expenditure plan, Cap-and-Invest Program revenues are distributed through a tiered structure. Certain programs receive funding commitments first, followed by additional set-asides, including high-speed rail and discretionary allocations. Transit programs such as TIRCP and LCTOP are categorized as “Tier 3” programs, meaning they receive funding only after higher-priority funding commitments are met. As a result, these programs are more sensitive to fluctuations in overall program revenue and may be subject to reductions when revenues fall below projections.

Proposed regulatory changes released in April 2026 would increase the number of allowances provided to utilities and other entities, in part to support additional consumer cost relief through programs such as the California Climate Credit. However, these changes could significantly reduce overall auction revenues deposited into the GGRF. Under lower-revenue scenarios, available funding may not be sufficient to meet higher-tier funding commitments, which could result in reduced or no funding for Tier 3 programs. Stakeholders have raised concerns that, in a worst-case scenario, programs such as LCTOP and GGRF for TIRCP could be effectively eliminated, along with substantial reductions to other transit, housing, and air quality programs.

These concerns are consistent with recent budget projections and stakeholder analyses, which indicate that funding for Tier 3 programs may fall below previously established funding levels of approximately \$400 million annually for TIRCP and \$200 million for LCTOP. Reduced revenue scenarios could result in significantly lower allocations to these programs, raising concerns regarding funding reliability and long-term program sustainability.

These issues have prompted growing attention from the Legislature, including members of key policy and budget committees, regarding the potential impacts of the proposed amendments on transit funding and the state's ability to meet its climate and mobility goals. Recent correspondence from legislative leadership has also raised concerns that reduced revenues could undermine funding commitments established in prior legislation and limit funding availability for key transit programs. This relevant correspondence, including letters from legislative leadership and a broad coalition of stakeholders, is included as Attachments B, C, and D.

For OCTA, LCTOP is an important source of funding used to support programs such as the Youth Ride Free Program, as well as other transit services and transportation projects. TIRCP is also a critical funding source that supports major capital investments, including coastal rail projects along the Los Angeles – San Diego – San Luis Obispo Rail Corridor. Reductions in GGRF revenues could impact the availability and reliability of these funding sources, affecting OCTA's ability to sustain these programs, advance critical rail improvements, and compete for future funding opportunities.

Staff will continue to closely monitor the development of the Cap-and-Invest Program amendments, which are expected to be considered by the California Air Resources Board at its May 28-29, 2026, Board of Directors meeting, including potential revisions in response to legislative and stakeholder feedback. The timing of this action may also have implications for ongoing state budget discussions. Staff will provide updates as additional information becomes available.

Update on the Governor's Fiscal Year 2026–27 State Budget

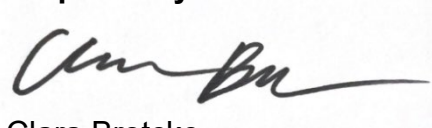
The Governor's fiscal year 2026–27 budget proposal, otherwise known as the May Revision, is anticipated to be released by May 14, 2026. Due to the closeness of the release date to the submittal date of this staff report, staff was unable to conduct a full written analysis of the May Revision for inclusion in this report. Accordingly, staff will provide a verbal update on the May Revision to the Legislative Committee, scheduled for May 21, 2026, summarizing key provisions and assessing potential impacts on transportation funding, programs, and related policy areas relevant to OCTA.

Summary

A support if amended position is recommended on a bill related to regional transportation planning and sustainable communities strategies. Information is also provided on proposed amendments to the California Air Resources Board's Cap-and-Invest Program and on the Governor's Fiscal Year 2026–27 State Budget May Revision.

Attachments

- A. SB 1087 (Cabaldon, D-Napa) Bill Analysis with Bill Language
- B. Letter from Dave Cortese, Senator, California State Senate, to Lauren Sanchez, Chair, California Air Resources Board, dated May 5, 2026, re: Proposed Amendments to the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms – Significant Concern
- C. Letter from stakeholder coalition organizations to Lauren Sanchez, Chair, California Air Resources Board, dated April 30, 2026, re: Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms – Significant Concerns
- D. Letter from members of the California State Legislature to Lauren Sanchez, Chair, California Air Resources Board, dated April 27, 2026, re: 15-Day Amendments to the Cap-and-Invest Program
- E. Orange County Transportation Authority Legislative Matrix

Prepared by:

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Approved by:

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BILL: SB 1087 (Cabaldon, D-Napa)
Amended April 9, 2026
Introduced February 13, 2026

SUBJECT: SB 1087 would reform the State's implementation of SB 375 (Chapter 728, Statutes of 2008) by modifying requirements related to regional transportation planning, sustainable communities strategies, and state transportation funding programs

STATUS: Passed Senate Committee on Appropriations (7-0)
Passed Senate Committee on Transportation (9-1)
Passed Senate Committee on Environmental Quality (5-0)

SUMMARY AS OF MAY 4, 2026:

SB 1087, co-sponsored by the Metropolitan Transportation Commission–Association of Bay Area Governments, the Sacramento Area Council of Governments, the San Diego Association of Governments, and the Southern California Association of Governments, proposes a series of reforms to the State's implementation of SB 375 (Chapter 728, Statutes of 2008), which added new requirements to the regional transportation planning process by requiring each regional transportation plan (RTP) to include a sustainable communities strategy (SCS) that demonstrates how the region will meet greenhouse gas emission reduction targets set by the California Air Resources Board (CARB). If an SCS cannot meet the prescribed targets, an alternative planning strategy would have to be developed, showing how the targets can be achieved in an unconstrained setting. SB 1087 is intended to modernize the development and approval process for RTP/SCS documents, including extending planning timelines and modifying greenhouse gas target-setting processes.

The bill would clarify that metropolitan planning organizations (MPO) are to prepare an eight-year sustainable communities strategy aligned with the regional transportation plan cycle and revise the process for establishing greenhouse gas reduction targets. As part of this effort, the Regional Targets Advisory Committee (RTAC) would be reconstituted, composed of various stakeholders, to inform the target setting process. The RTAC, as currently proposed by SB 1087, does not include regional transportation agencies despite the Orange County Transportation Authority (OCTA) being a member of the original RTAC. CARB would also be required to consider a broader range of factors in setting targets and establishing additional consultation, technical analysis, and public engagement requirements. Rather than targets limited to a greenhouse gas emission reduction from automobiles and light trucks, the targets would now be based on all on-road sources.

In order to prevent delays and clarify the scope of CARB's role of the technical methodology used by the MPOs in the creation of the SCS, SB 1087 sets specific timelines for review and feedback, limiting the review of the technical methodology to ensuring it aligns with the most recently adopted RTP guidelines. Because significant

delays have occurred with CARB's review of the SCS, the bill also provides timelines for that review process, limiting the review to whether the strategy meets the greenhouse gas emission reduction targets. SB 1087 also clarifies the RTP, SCS, and APS, if required, are not subject to the California Environmental Quality Act.

The bill further includes provisions that would more closely link state transportation funding programs under SB 1 (Chapter 5, Statutes of 2017) and the State Highway Operations and Performance Program, to RTP consistency requirements. Specifically, projects would be required to demonstrate consistency with the timing, phasing, and scope of projects included in an adopted RTP, and MPOs may be required to make determinations regarding project consistency. These provisions may affect project evaluation criteria and prioritization for competitive funding programs, including the Solutions for Congested Corridors Program (SCCP). In addition, SB 1087 would allow regions that have adopted an APS to be eligible for state transportation funding programs, including SB 1 programs, provided that projects demonstrate consistency with applicable requirements. SB 1087 also seeks to remove any requirement under the SCCP to develop a corridor level plan in order to qualify for funding.

EFFECTS ON ORANGE COUNTY:

SB 1087 includes several provisions intended to improve the regional transportation planning process, including clarifying CARB's review process for SCS, establishing an eight-year planning cycle aligned with RTPs, and allowing regions that have adopted an APS to be eligible for SB 1 funding programs. These changes may provide greater predictability and alignment between planning and funding processes. At the same time, SB 1087 may have implications for how transportation projects are planned, evaluated, and funded. Requirements that projects align with the timing, phasing, and scope identified in an adopted RTP, as well as potential requirements for MPOs to make consistency determinations, may introduce additional constraints on project development and funding competitiveness. These provisions could impact programs such as the SCCP and other SB 1-funded programs, which are critical sources of funding for transportation improvements in the region.

In addition, the bill includes language that requires the greenhouse gas emission reduction targets to consider "all on-road transportation sectors." This represents a shift from the current focus on automobiles and light trucks to a broader set of transportation sources, including transit and goods movement. Expanding the scope of these targets may have implications for how regional plans are developed and evaluated, particularly for sectors that serve essential mobility and economic functions. While the overall intent may be to ensure a SCS can take credit for electric vehicles, clarity may be needed so not to deter transit use or goods movement. Without further clarification, this change could affect how different types of transportation investments are assessed in relation to greenhouse gas reduction targets and may introduce uncertainty regarding how these targets would be applied across modes.

Maintaining flexibility in project development and funding eligibility is important to ensure that OCTA can continue to advance projects that address regional mobility, goods

movement, system reliability, and safety needs. While SB 1087 includes provisions intended to improve the regional planning process, targeted amendments would help address outstanding concerns and ensure the bill can be implemented effectively. Specifically, the bill should:

- Preserve California Transportation Commission discretion in administering competitive funding programs, including the SCCP, removing any additional review, consistency determination, or new requirements.
- Include regional transportation agency representation in any newly constituted RTAC.
- Provide additional clarity regarding the application of greenhouse gas emission reduction targets across different transportation sectors.

A SUPPORT IF AMENDED position is consistent with OCTA's 2025–26 State Legislative Platform principle to “ Support efforts to reform SB 375 (Chapter 728, Statutes of 2008) to improve the technical processes underpinning target setting and plan development, while also ensuring the reforms do not impact existing transportation funding distribution or eligibilities, or restrict the ability for transportation agencies to implement their projects or programs.”

OCTA POSITION:

Staff recommends: SUPPORT IF AMENDED

AMENDED IN SENATE APRIL 9, 2026

AMENDED IN SENATE MARCH 25, 2026

SENATE BILL

No. 1087

Introduced by Senator Cabaldon

February 13, 2026

An act to amend Sections 14522, 14522.1, ~~14526.4~~, 14526.5, 65080, and 65080.01 of, and to add Section 65080.03 to, the Government Code, and to amend Sections 2033.5, 2192, 2391, 2392, 2393, 2394, and 2397 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1087, as amended, Cabaldon. Transportation planning: sustainable communities strategies: transportation funding programs.

(1) Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation.

Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization's timeframe for updating its regional

transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors.

This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization. Upon the submission of a regional transportation plan that does not include a new sustainable communities strategy, the bill would require the metropolitan planning organization to submit a sustainable communities strategy implementation report.

This bill would instead require, no later than an unspecified number of years before the due date of a region's next sustainable communities strategy, the state board to provide the region with a greenhouse gas emission reduction ~~target~~ *targets* for all on-road transportation sectors for ~~2035~~, *2035 and 2045*, and would require the ~~target~~ *targets* to reflect the combined effect of policies, regulations, and investments to improve fleet efficiency and reduce vehicle miles traveled and be based on what is achievable for the region, as specified. The bill would require the state board to appoint a Regional Targets Advisory Committee to recommend factors and methodologies for setting those targets and to recommend how other specified state goals should be balanced in setting those targets. The bill would eliminate the authority of the state board to revise the targets every 4 years and would establish additional public participation requirements for the state board to undertake before updating those targets.

Because the bill would expand duties of local agencies, it would impose a state-mandated local program.

(2) Existing law, to the extent the sustainable communities strategy is unable to achieve the greenhouse gas emission reduction targets, requires a metropolitan planning organization to prepare an alternative planning strategy to the sustainable communities strategy showing how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. Existing law requires the state board to review each metropolitan planning organization's sustainable communities strategy and alternative planning strategy to determine whether the strategy, if implemented, would achieve the greenhouse gas emission reduction targets.

This bill ~~would transfer the responsibility to review sustainable communities strategies and alternative planning strategies from the state board to the commission and would revise the procedural requirements applicable to the commission's state board's review of those strategies.~~ The bill would deem a sustainable communities strategy or alternative planning strategy approved for implementation and funding alignment purposes if the ~~commission state board~~ does not take certain actions within specified and unspecified deadlines.

This bill would revise the requirements applicable to the preparation of an alternative planning strategy, including by requiring the metropolitan planning organization to include an analysis of an alternative development pattern for the region and, if necessary, additional infrastructure, transportation measures, or policies that could achieve the greenhouse gas emission reduction ~~target~~. *targets*. The bill would eliminate a requirement that an alternative development pattern be a separate document from the regional transportation plan.

(3) Existing law authorizes the commission, in cooperation with regional transportation planning agencies, to prescribe guidelines for the preparation of regional transportation plans.

This bill would require the commission to adopt guidelines for the preparation of regional transportation plans and sustainable communities strategies. In adopting the portion of the guidelines applicable to the preparation of sustainable communities strategies, the bill would require the commission to collaborate with the state board and to prescribe acceptable technical methodologies that may be employed to estimate emissions of greenhouse gases and the required contents of the sustainable communities strategy implementation reports described above.

(4) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.

This bill would exempt the preparation and adoption of regional transportation plans, sustainable communities strategies, and alternative planning strategies from ~~CEQA if the applicable metropolitan planning organization or regional transportation planning agency conducts enhanced public outreach, as provided.~~ *CEQA*. Because a lead agency would be required to determine whether a project qualifies for this exemption, the bill would impose a state-mandated local program.

(5) Existing law requires the ~~department, in consultation with the commission, to prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program.~~ *department to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system, excluding projects that add a new traffic lane to the system.*

This bill would require the ~~commission, in connection with the asset management plan,~~ *department* to coordinate with regional transportation planning agencies and metropolitan planning organizations, as applicable, to ensure that regionally significant projects, as defined, selected for the state highway operation and protection program align with the timing, phasing, and scope of projects included in applicable regional transportation plans.

(6) Existing law requires the commission, under a program commonly known as the Trade Corridor Enhancement Program, to allocate certain state and federal funds to infrastructure projects located on or along specified transportation corridors. Existing law establishes the Solutions for Congested Corridors Program and requires the commission to allocate state funds made available to the program to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state. Under both programs, existing law requires projects within the boundaries of a metropolitan planning organization to be included in an adopted regional transportation plan that includes a sustainable communities strategy determined by the state board to achieve the region's greenhouse gas emissions reduction targets.

For purposes of those programs, ~~the~~ *this* bill would instead require, if the metropolitan planning organization has adopted an alternative planning strategy, the projects to reduce greenhouse gas emissions.

(7) Existing law requires funding to be available under the Solutions for Congested Corridors Program for projects that make specific

performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors. Existing law authorizes the department and certain regional transportation planning agencies to nominate projects for funding through the program.

This bill would eliminate the requirement that a project be a part of a comprehensive corridor plan and would require funding to be available under the program for projects that, among other things, make specific performance improvements and support the implementation of a regional transportation plan. The bill would revise the requirements applicable to a project nomination under the program. The bill would require the commission to allocate program funds to projects after the relevant metropolitan planning organization or transportation planning agency has made a determination that a proposed project is consistent with the phasing, timing, and project scope included in the adopted regional transportation plan, as specified.

(8) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that with regard to certain mandates no reimbursement is required by this act for a specified reason.

With regard to any other mandates, this bill would provide that, if the Commission on State Mandates determines that the bill contains costs so mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 14522 of the Government Code is
- 2 amended to read:
- 3 14522. (a) In cooperation with ~~the~~ regional transportation
- 4 planning agencies, the commission may prescribe study areas for
- 5 analysis and evaluation by those agencies and shall adopt
- 6 guidelines for the preparation of regional transportation plans and
- 7 sustainable communities strategies.
- 8 (b) In adopting the portion of the guidelines applicable to the
- 9 preparation of sustainable communities strategies, the commission
- 10 shall collaborate with the State Air Resources Board and shall
- 11 prescribe both of the following in the guidelines:

(1) Acceptable technical methodologies that metropolitan planning organizations and regional transportation planning agencies may employ to estimate the emissions of greenhouse gases in a manner that is consistent with the target methodology provided in subparagraph (A) of paragraph (2) of subdivision (b) of Section 65080.

(2) The required contents of the sustainable communities strategy implementation reports required by subparagraph (O) of paragraph (2) of subdivision ~~(d)~~ (b) of Section 65080.

SEC. 2. Section 14522.1 of the Government Code is amended to read:

14522.1. (a) (1) The commission, in consultation with the department and the State Air Resources Board, shall maintain guidelines for travel demand models used in the development of regional transportation plans and sustainable communities strategies by federally designated metropolitan planning organizations.

(2) Any revision of the guidelines shall include the formation of an advisory committee that shall include representatives of the metropolitan planning organizations, the department, organizations knowledgeable in the creation and use of travel demand models, local governments, and organizations concerned with the impacts of transportation investments on communities and the environment. Before amending the guidelines, the commission shall hold two workshops on the guidelines, one in northern California and one in southern California. The workshops shall be incorporated into regular commission meetings.

(b) The guidelines shall, at a minimum and to the extent practicable, taking into account such factors as the size and available resources of the metropolitan planning organization, account for all of the following:

(1) The relationship between land use density and household vehicle ownership and vehicle miles traveled in a way that is consistent with statistical research.

(2) The impact of enhanced transit service levels on household vehicle ownership and vehicle miles traveled.

(3) Changes in travel and land development likely to result from highway or passenger rail expansion.

(4) Mode splitting that allocates trips between automobile, transit, carpool, and bicycle and pedestrian trips. If a travel demand

model is unable to forecast bicycle and pedestrian trips, another means may be used to estimate those trips.

(5) Speed and frequency, days, and hours of operation of transit service.

SEC. 3. Section 14526.4 of the Government Code is amended to read:

14526.4. (a) The department, in consultation with the commission, shall prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program required by Section 14526.5. The asset management plan shall be consistent with any applicable state and federal requirements.

(b) The department shall include complete streets assets in the asset management plan, including pedestrian, bicycle, and transit priority facilities on the state highway system that are not required under the federal Americans with Disabilities Act of 1990 (Public Law 101-336).

(c) In connection with the asset management plan, the commission shall do all of the following:

(1) Adopt targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit priority facilities on the state highway system.

(2) Coordinate with regional transportation planning agencies and metropolitan planning organizations, as applicable, to ensure that regionally significant projects, as defined in Section 93.101 of Title 40 of the Code of Federal Regulations, selected for the state highway operation and protection program align with the timing, phasing, and scope of projects included in applicable regional transportation plans.

(3) Review and approve the asset management plan.

(d) As used in this section, "asset management plan" means a document assessing the health and condition of the state highway system with which the department is able to determine the most effective way to apply the state's limited resources.

SEC. 3. Section 14526.5 of the Government Code is amended to read:

14526.5. (a) Based on the asset management plan prepared and approved pursuant to Section 14526.4, the department shall

1 prepare a state highway operation and protection program for the
2 expenditure of transportation funds for major capital improvements
3 that are necessary to preserve and protect the state highway system.
4 Projects included in the program shall be limited to improvements
5 relative to the maintenance, safety, operation, and rehabilitation
6 of state highways and bridges that do not add a new traffic lane to
7 the system.

8 *(b) The department shall coordinate with regional transportation*
9 *planning agencies and metropolitan planning organizations, as*
10 *applicable, to ensure that regionally significant projects, as defined*
11 *in Section 93.101 of Title 40 of the Code of Federal Regulations,*
12 *selected for the state highway operation and protection program*
13 *align with the timing, phasing, and scope of projects included in*
14 *applicable regional transportation plans.*

15 ~~(b)~~
16 (c) The program shall include projects that are expected to be
17 advertised ~~prior to~~ before July 1 of the year following submission
18 of the program, but which have not yet been funded. The program
19 shall include those projects for which construction is to begin
20 within four fiscal years, starting July 1 of the year following the
21 year the program is submitted.

22 ~~(c)~~
23 (d) (1) The department, at a minimum, shall specify, for each
24 project in the state highway operation and protection program, the
25 capital and support budget, as applicable, for each of the following
26 project phases:

27 (A) Project approval and environmental documents, support
28 only.

29 (B) Plans, specifications, and estimates, support only.

30 (C) Rights-of-way.

31 (D) Construction.

32 (2) The department shall specify, for each project in the state
33 highway operation and protection program, a projected delivery
34 date for each of the following components:

35 (A) Project approval and environmental document completion.

36 (B) Plans, specifications, and estimates completion.

37 (C) Right-of-way certification.

38 (D) Start of construction.

39 ~~(d)~~

(e) The department shall submit its proposed program to the commission not later than January 31 of each even-numbered year. ~~Prior to~~ Before submitting its proposed program, the department shall make a draft of its proposed program available to transportation planning agencies for review and comment and shall include the comments in its submittal to the commission. The department shall provide the commission with detailed information for all programmed projects on cost, scope, schedule, and performance metrics as determined by the commission.

~~(e)~~
(f) The commission shall review the proposed program relative to its overall adequacy, consistency with the asset management plan prepared and approved pursuant to Section 14526.4 and funding priorities established in Section 167 of the Streets and Highways Code, the level of annual funding needed to implement the program, and the impact of those expenditures on the state transportation improvement program. The commission shall adopt the program and submit it to the Legislature and the Governor not later than April 1 of each even-numbered year. The commission may decline to adopt the program if the commission determines that the program is not sufficiently consistent with the asset management plan prepared and approved pursuant to Section 14526.4.

~~(f)~~
(g) As part of the commission's review of the program required pursuant to subdivision (a), the commission shall hold at least one hearing in northern California and one hearing in southern California regarding the proposed program.

~~(g)~~
(h) On or after July 1, 2017, to provide sufficient and transparent oversight of the department's capital outlay support resources composed of both state staff and contractors, the commission shall be required to allocate the department's capital outlay support resources by project phase, including preconstruction. Through this action, the commission will provide public transparency for the department's budget estimates, increasing assurance that the annual budget forecast is reasonable. The commission shall develop guidelines, in consultation with the department, to implement this subdivision. Guidelines adopted by the commission to implement

1 this subdivision shall be exempt from the Administrative Procedure
2 Act (Chapter 3.5 (commencing with Section 11340) of Part 1).

3 ~~(h)~~

4 (i) Beginning July 1, 2017, for a project that experiences
5 increases in capital or support costs above the amounts in the
6 commission's allocation pursuant to subdivision-~~(g)~~, (h), the
7 commission shall establish a threshold for requiring a supplemental
8 project allocation. The commission's guidelines adopted pursuant
9 to subdivision-~~(g)~~ (h) shall also establish the threshold that the
10 commission determines is necessary to ensure efficiency and may
11 provide exceptions as necessary so that projects are not
12 unnecessarily delayed.

13 ~~(i)~~

14 (j) The department, for each project requiring a supplemental
15 project allocation pursuant to subdivision-~~(h)~~, (i), shall submit a
16 request to the commission for its approval.

17 ~~(j)~~

18 (k) Expenditures for these projects shall not be subject to
19 Sections 188 and 188.8 of the Streets and Highways Code.

20 SEC. 4. Section 65080 of the Government Code is amended
21 to read:

22 65080. (a) Each transportation planning agency designated
23 under Section 29532 or 29532.1 shall prepare and adopt a regional
24 transportation plan directed at achieving a coordinated and balanced
25 regional transportation system, including, but not limited to, mass
26 transportation, highway, railroad, maritime, bicycle, pedestrian,
27 goods movement, and aviation facilities and services. The plan
28 shall be action-oriented and pragmatic, considering both the
29 short-term and long-term future, and shall present clear, concise
30 policy guidance to local and state officials. The regional
31 transportation plan shall consider factors specified in Section 134
32 of Title 23 of the United States Code. Each transportation planning
33 agency shall consider and incorporate, as appropriate, the
34 transportation plans of cities, counties, districts, private
35 organizations, and state and federal agencies.

36 (b) The regional transportation plan shall be an internally
37 consistent document and shall include all of the following:

38 (1) A policy element that describes the transportation issues in
39 the region, identifies and quantifies regional needs, and describes
40 the desired short-range and long-range transportation goals, and

pragmatic objective and policy statements. The objective and policy statements shall be consistent with the funding estimates of the financial element. The policy element of transportation planning agencies with populations that exceed 200,000 persons may quantify a set of indicators, including, but not limited to, all of the following:

(A) Measures of mobility and traffic congestion, including, but not limited to, daily vehicle hours of delay per capita and vehicle miles traveled per capita.

(B) Measures of road and bridge maintenance and rehabilitation needs, including, but not limited to, roadway pavement and bridge conditions.

(C) Measures of means of travel, including, but not limited to, percentage share of all trips, work and nonwork, made by all of the following:

(i) Single-occupant vehicle.

(ii) Multiple occupant vehicle or carpool.

(iii) Public transit including commuter rail and intercity rail.

(iv) Walking.

(v) Bicycling.

(D) Measures of safety and security, including, but not limited to, total injuries and fatalities assigned to each of the modes set forth in subparagraph (C).

(E) Measures of equity and accessibility, including, but not limited to, percentage of the population served by frequent and reliable public transit, with a breakdown by income bracket, and percentage of all jobs accessible by frequent and reliable public transit service, with a breakdown by income bracket.

(F) The requirements of this section may be met using existing sources of information. No additional traffic counts, household surveys, or other sources of data shall be required.

(2) Commencing with the first or second regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, an eight-year sustainable communities strategy prepared by that metropolitan planning organization as follows:

(A) No later than ____ years before the due date of a region's next sustainable communities strategy, the state board shall provide the region with a greenhouse gas emission reduction ~~target~~ *targets* for all on-road transportation sectors for ~~2035~~ *2035 and 2045*.

- 1 (i) No later than _____, the state board shall appoint a Regional
2 Targets Advisory Committee to recommend all of the following:
- 3 (I) Factors to be considered and methodologies to be used for
4 setting greenhouse gas emission reduction targets for the affected
5 regions.
- 6 (II) How state fair housing, affordability, resilience, economic
7 vibrancy, and land conservation goals should be balanced in setting
8 greenhouse gas emission reduction targets for the affected regions.
- 9 (ii) The advisory committee shall include practitioners and
10 technical and policy experts.
- 11 (iii) The advisory committee shall transmit a report with its
12 recommendations to the state board no later than _____. The state
13 board shall consider the report before setting the targets.
- 14 (iv) Before setting the ~~target~~ targets for a region, the state board
15 shall exchange technical information with the metropolitan
16 planning organization and the affected air district. The metropolitan
17 planning organization may recommend a target for the region.
- 18 (v) Consistent with clause (vi), in establishing these targets, the
19 state board shall take into account greenhouse gas emission
20 reductions that will be achieved by improved vehicle emission
21 standards, changes in fuel composition, and other measures it has
22 approved that will reduce the emissions of greenhouse gases in
23 the affected regions, consistent with the state board's most current
24 model used to assess emissions from on-road vehicles, and
25 prospective measures the state board plans to adopt to reduce the
26 emissions of greenhouse gases from other greenhouse gas emission
27 sources as defined in subdivision (i) of Section 38505 of the Health
28 and Safety Code and consistent with the regulations adopted
29 pursuant to the California Global Warming Solutions Act of 2006
30 (Division 25.5 (commencing with Section 38500) of the Health
31 and Safety Code), including Section 38566 of the Health and Safety
32 Code.
- 33 (vi) The targets established by the state board shall do both of
34 the following:
- 35 (I) Reflect the combined effect of policies, regulations, and
36 investments by cities, counties, special districts, county
37 transportation agencies, air districts, metropolitan planning
38 organizations, the state, and the federal government to improve
39 fleet efficiency and reduce vehicle miles traveled.

(II) Be based on what is achievable for the region, taking into account existing conditions, exogenous factors, and financial constraints. For purposes of this subclause, “existing conditions” includes, but is not limited to, existing resources, the built environment, and access to modes of travel outside of single-occupant passenger vehicles.

(vii) The state board shall update the regional greenhouse gas emission reduction targets every eight years consistent with each metropolitan planning organization’s timeframe for updating its regional transportation plan under federal law until 2050. Before updating these targets, the state board shall do all of the following:

(I) Exchange technical information with the California Transportation Commission, the Department of Housing and Community Development, the Department of Transportation, metropolitan planning organizations, local governments, and affected air districts and engage in a consultative process with public and private stakeholders.

(II) Release a draft ~~target~~ *targets* for public comment.

(III) Publish its methodology and assumptions, including, but not limited to, fleet and budget assumptions, in a downloadable and accessible format on its internet website and make this information available to the public and affected metropolitan planning organizations no fewer than 60 days before the release of a draft ~~target~~ *draft targets*.

(IV) Host at least two public workshops within the applicable region to engage in a consultative process with public and private stakeholders.

(V) Hold a public hearing in the applicable region to solicit input on the region’s draft ~~target~~ *targets*.

(viii) The state board shall adopt the final ~~target~~ *targets* and any subsequent changes to the ~~target~~ *targets* at a public hearing.

(ix) The greenhouse gas emission reduction targets may be expressed in gross tons, tons per capita, tons per household, or in any other metric deemed appropriate by the state board that does not penalize regions for exogenous factors such as population, economic growth, or cross-border traffic.

(B) Each metropolitan planning organization shall prepare a sustainable communities strategy, subject to the requirements of Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, including the requirement to use the most

1 recent planning assumptions considering local general plans and
2 other factors. The sustainable communities strategy shall do all of
3 the following:

4 (i) Identify the general location of uses, residential densities,
5 and building intensities within the region.

6 (ii) Identify areas within the region sufficient to house all the
7 population of the region, including all economic segments of the
8 population, over the course of the planning period of the regional
9 transportation plan taking into account net migration into the
10 region, population growth, changes in enrollment levels at
11 institutions of public higher education, as described in subdivision
12 (a) of Section 66010 of the Education Code, household formation,
13 and employment growth.

14 (iii) Identify areas within the region sufficient to house an
15 eight-year projection of the regional housing need for the region
16 pursuant to Section 65584.

17 (iv) Identify a transportation network to service the
18 transportation needs of the region.

19 (v) Gather and consider the best practically available scientific
20 information regarding resource areas and farmland in the region.

21 (vi) Consider the state housing goals specified in Sections 65580
22 and 65581.

23 (vii) Set forth a forecasted development pattern for the region,
24 which, when integrated with the transportation network, and other
25 transportation measures and policies, will reduce the emissions of
26 greenhouse gases from all on-road transportation sectors to achieve,
27 if there is a feasible way to do so, the greenhouse gas emission
28 reduction ~~target~~ *targets* approved by the state board.

29 (viii) Allow the regional transportation plan to comply with
30 Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).

31 (C) (i) Within the jurisdiction of the Metropolitan
32 Transportation Commission, as defined by Section 66502, the
33 Association of Bay Area Governments shall be responsible for
34 clauses (i), (ii), (iii), (v), and (vi) of subparagraph (B); the
35 Metropolitan Transportation Commission shall be responsible for
36 clauses (iv) and (viii) of subparagraph (B); and the Association of
37 Bay Area Governments and the Metropolitan Transportation
38 Commission shall jointly be responsible for clause (vii) of
39 subparagraph (B).

(ii) Within the jurisdiction of the Tahoe Regional Planning Agency, as defined in Sections 66800 and 66801, the Tahoe Metropolitan Planning Organization shall use the Regional Plan for the Lake Tahoe Region as the sustainable communities strategy, provided that it complies with clauses (vii) and (viii) of subparagraph (B).

(D) In the region served by the Southern California Association of Governments, a subregional council of governments and the county transportation commission may work together to propose the sustainable communities strategy and an alternative planning strategy, if one is prepared pursuant to subparagraph (I), for that subregional area. The metropolitan planning organization may adopt a framework for a subregional sustainable communities strategy or a subregional alternative planning strategy to address the intraregional land use, transportation, economic, air quality, and climate policy relationships. The metropolitan planning organization shall include the subregional sustainable communities strategy for that subregion in the regional sustainable communities strategy to the extent consistent with this section and federal law and approve the subregional alternative planning strategy, if one is prepared pursuant to subparagraph (I), for that subregional area to the extent consistent with this section. The metropolitan planning organization shall develop overall guidelines, create a public participation plan pursuant to subparagraph (F), ensure coordination, resolve conflicts, make sure that the overall plan complies with applicable legal requirements, and adopt the plan for the region.

(E) The metropolitan planning organization shall conduct at least two informational meetings in each county within the region for members of the board of supervisors and city councils on the sustainable communities strategy and alternative planning strategy, if any. The metropolitan planning organization may conduct only one informational meeting if it is attended by representatives of the county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county. Notice of the meeting or meetings shall be sent to the clerk of the board of supervisors and to each city clerk. The purpose of the meeting or meetings shall be to discuss the sustainable communities strategy and the alternative planning strategy, if any, including the key land

1 use and planning assumptions with the members of the board of
2 supervisors and the city council members in that county and to
3 solicit and consider their input and recommendations.

4 (F) Each metropolitan planning organization shall adopt a public
5 participation plan, for development of the sustainable communities
6 strategy and an alternative planning strategy, if any, that includes
7 all of the following:

8 (i) Outreach efforts to encourage the active participation of a
9 broad range of stakeholder groups in the planning process,
10 consistent with the agency's adopted Federal Public Participation
11 Plan, including, but not limited to, affordable housing advocates,
12 transportation advocates, neighborhood and community groups,
13 environmental advocates, homebuilder representatives, broad-based
14 business organizations, landowners, commercial property interests,
15 and homeowner associations.

16 (ii) Consultation with congestion management agencies,
17 transportation agencies, and transportation commissions.

18 (iii) Workshops throughout the region to provide the public with
19 the information and tools necessary to provide a clear
20 understanding of the issues and policy choices. At least one
21 workshop shall be held in each county in the region. For counties
22 with a population greater than 500,000, at least three workshops
23 shall be held. Each workshop, to the extent practicable, shall
24 include urban simulation computer modeling to create visual
25 representations of the sustainable communities strategy and the
26 alternative planning strategy.

27 (iv) Preparation and circulation of a draft sustainable
28 communities strategy and an alternative planning strategy, if one
29 is prepared, not less than 55 days before adoption of a final regional
30 transportation plan.

31 (v) At least three public hearings on the draft sustainable
32 communities strategy in the regional transportation plan and
33 alternative planning strategy, if one is prepared. If the metropolitan
34 transportation organization consists of a single county, at least two
35 public hearings shall be held. To the maximum extent feasible, the
36 hearings shall be in different parts of the region to maximize the
37 opportunity for participation by members of the public throughout
38 the region.

39 (vi) A process for enabling members of the public to provide a
40 single request to receive notices, information, and updates.

(G) In preparing a sustainable communities strategy, the metropolitan planning organization shall consider spheres of influence that have been adopted by the local agency formation commissions within its region.

(H) Before adopting a sustainable communities strategy, the metropolitan planning organization shall quantify the reduction in the emissions of greenhouse gases projected to be achieved by the sustainable communities strategy and set forth the difference, if any, between the amount of that reduction and the target for the region established by the state board.

(I) (i) If the sustainable communities strategy, prepared in compliance with subparagraph (B) or (D), is unable to reduce the emissions of greenhouse gases to achieve the greenhouse gas emission reduction ~~target~~ *targets* established by the state board, the metropolitan planning organization shall prepare an alternative planning strategy. In preparing the alternative planning strategy, the metropolitan planning organization shall do all of the following:

(I) Identify the principal impediments to achieving the ~~target~~ *targets* within the sustainable communities strategy.

(II) Include an analysis of an alternative development pattern for the region pursuant to subparagraphs (B) to (G), inclusive, and, if necessary, additional infrastructure, transportation measures, or policies that could achieve the greenhouse gas emission reduction ~~target~~ *targets*.

(III) Describe why the development pattern, measures, and policies in the analysis of alternative development pattern described in clause (II) are practicable and effective choices for achievement of the greenhouse gas emission reduction ~~target~~ *targets*.

(ii) An alternative development pattern set forth in the alternative planning strategy shall comply with Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, except to the extent that compliance will prevent achievement of the greenhouse gas emission reduction ~~target~~ *targets* approved by the state board.

(iii) For purposes of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), an alternative planning strategy shall not constitute a land use plan, policy, or regulation, and the inconsistency of a project with an alternative planning strategy

shall not be a consideration in determining whether a project may have an environmental effect.

(J) (i) Before starting the public participation process adopted pursuant to subparagraph (F), the metropolitan planning organization shall submit a description to the ~~California Transportation Commission~~ *state board* of the technical methodology it intends to use to estimate the emissions of greenhouse gases from its sustainable communities strategy and, if appropriate, its alternative planning strategy. The technical methodology shall be consistent with the state board's most current model used to assess emissions from on-road vehicles. The ~~California Transportation Commission~~ *state board* may object to the technical methodology. The ~~California Transportation Commission's~~ *state board's* review of the methodology shall be completed within 30 days of the submission of the technical methodology and shall be limited to whether the methodology aligns with the most recently adopted guidelines adopted by the commission pursuant to Section 14522.

(ii) After adoption, a metropolitan planning organization shall submit a sustainable communities strategy or an alternative planning strategy, if one has been adopted, to the ~~California Transportation Commission~~ *state board* for review, including the quantification of the reductions of emissions of greenhouse gases the strategy would achieve and a description of the technical methodology used to obtain that result. Within ____ days of the submission of a strategy, the ~~California Transportation Commission~~ *state board* shall review the sustainable communities strategy or alternative planning strategy for completeness and determine whether the metropolitan planning organization used required data sources, disclosed assumptions, and applied methodology in a manner consistent with the guidelines adopted pursuant to Section 14522. Within 60 days of the submission of a strategy, the ~~California Transportation Commission~~ *state board* shall make one of the following determinations:

(I) The strategy would, if implemented, achieve the greenhouse gas emission reduction ~~target~~ *targets* established by the state board.

(II) The strategy would, if implemented, achieve the greenhouse gas emission reduction ~~target~~ *targets* established by the state board, but minor, nonsubstantive corrections must be made to the strategy.

(III) The strategy would not, if implemented, achieve the greenhouse gas emission reduction ~~target~~ *targets* established by the state board. If the ~~commission~~ *state board* makes this determination, it shall disclose, in writing, the specific, material deficiencies demonstrating why the strategy would not achieve ~~that target~~ *those targets*.

(iii) If the ~~California Transportation Commission~~ *state board* does not comply with the requirements of clause (ii) within either of the deadlines forth in that clause, the strategy shall be deemed approved for implementation and funding alignment purposes.

(iv) If the ~~California Transportation Commission~~ *state board* determines that the strategy submitted would not, if implemented, achieve the greenhouse gas emission reduction ~~target~~ *targets*, the metropolitan planning organization shall revise its strategy or adopt an alternative planning strategy, if not previously adopted, and submit the strategy for review pursuant to clause (ii). At minimum, the metropolitan planning organization shall obtain ~~California Transportation Commission~~ *state board* acceptance that an alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction ~~target~~ *targets* established for that region by the state board.

(v) On or before September 1, 2018, and every four years thereafter to align with target setting, notwithstanding Section 10231.5, the state board shall prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. The report shall include changes to the emissions of greenhouse gases in each region and data-supported metrics for the strategies used to meet the targets. The report shall also include a discussion of best practices and the challenges faced by the metropolitan planning organizations in meeting the targets, including the effect of state policies and funding. The report shall be developed in consultation with the metropolitan planning organizations, the California Transportation Commission, the Department of Housing and Community Development, and affected stakeholders. The report shall be submitted to the Assembly Committee on ~~Transportation and Transportation~~, the Assembly Committee on Natural Resources, ~~and to the Senate Committee on Transportation~~, the Senate Committee on Housing, and the Senate Committee on Environmental Quality.

1 (K) Neither a sustainable communities strategy nor an alternative
 2 planning strategy regulates the use of land, nor, except as provided
 3 by subparagraph (J), shall either one be subject to any state
 4 approval. A sustainable communities strategy does not supersede
 5 the exercise of the land use authority of cities and counties within
 6 the region. This section does not limit the state board's authority
 7 under any other law. This section does not authorize the abrogation
 8 of any vested right whether created by statute or by common law.
 9 This section does not require a city's or county's land use policies
 10 and regulations, including its general plan, to be consistent with
 11 the regional transportation plan or an alternative planning strategy.
 12 This section does not require a metropolitan planning organization
 13 to approve a sustainable communities strategy that would be
 14 inconsistent with Part 450 of Title 23 of, or Part 93 of Title 40 of,
 15 the Code of Federal Regulations and any administrative guidance
 16 under those regulations. This section does not relieve a public or
 17 private entity or any person from compliance with any other local,
 18 state, or federal law.

19 (L) This section does not require projects programmed for
 20 funding on or before December 31, 2011, to be subject to this
 21 paragraph if they (i) are contained in the 2007 or 2009 Federal
 22 Statewide Transportation Improvement Program, (ii) are funded
 23 pursuant to the Highway Safety, Traffic Reduction, Air Quality,
 24 and Port Security Bond Act of 2006 (Chapter 12.49 (commencing
 25 with Section 8879.20) of Division 1 of Title 2), or (iii) were
 26 specifically listed in a ballot measure before December 31, 2008,
 27 approving a sales tax increase for transportation projects. This
 28 section does not require a transportation sales tax authority to
 29 change the funding allocations approved by the voters for
 30 categories of transportation projects in a sales tax measure adopted
 31 before December 31, 2010. For purposes of this subparagraph, a
 32 transportation sales tax authority is a district, as defined in Section
 33 7252 of the Revenue and Taxation Code, that is authorized to
 34 impose a sales tax for transportation purposes.

35 (M) A metropolitan planning organization, or a regional
 36 transportation planning agency not within a metropolitan planning
 37 organization, that is required to adopt a regional transportation
 38 plan not less than every five years may elect to adopt the plan not
 39 less than every four years. This election shall be made by the board
 40 of directors of the metropolitan planning organization or regional

1 transportation planning agency no later than June 1, 2009, or
 2 thereafter 54 months before the statutory deadline for the adoption
 3 of housing elements for the local jurisdictions within the region,
 4 after a public hearing at which comments are accepted from
 5 members of the public and representatives of cities and counties
 6 within the region covered by the metropolitan planning
 7 organization or regional transportation planning agency. Notice
 8 of the public hearing shall be given to the general public and by
 9 mail to cities and counties within the region no later than 30 days
 10 before the date of the public hearing. Notice of election shall be
 11 promptly given to the Department of Housing and Community
 12 Development. The metropolitan planning organization or the
 13 regional transportation planning agency shall complete its next
 14 regional transportation plan within three years of the notice of
 15 election.

16 (N) Two or more of the metropolitan planning organizations
 17 for the Counties of Fresno, Kern, Kings, Madera, Merced, San
 18 Joaquin, Stanislaus, and Tulare may work together to develop and
 19 adopt multiregional goals and policies that may address
 20 interregional land use, transportation, economic, air quality, and
 21 climate relationships. The participating metropolitan planning
 22 organizations may also develop a multiregional sustainable
 23 communities strategy, to the extent consistent with federal law, or
 24 an alternative planning strategy for adoption by the metropolitan
 25 planning organizations. Each participating metropolitan planning
 26 organization shall consider any adopted multiregional goals and
 27 policies in the development of a sustainable communities strategy
 28 and, if applicable, an alternative planning strategy for its region.

29 (O) Upon the submission of a regional transportation plan that
 30 does not include a new sustainable communities strategy, the
 31 metropolitan planning organization shall submit a sustainable
 32 communities strategy implementation report consistent with the
 33 regional transportation plan guidelines adopted pursuant to Section
 34 14522.

35 (3) An action element that describes the programs and actions
 36 necessary to implement the plan and assigns implementation
 37 responsibilities. The action element may describe all transportation
 38 projects proposed for development during the 20-year or greater
 39 life of the plan. The action element shall consider congestion
 40 management programming activities carried out within the region.

1 (4) (A) A financial element that summarizes the cost of plan
 2 implementation constrained by a realistic projection of available
 3 revenues. The financial element shall also contain
 4 recommendations for allocation of funds. A county transportation
 5 commission created pursuant to the County Transportation
 6 Commissions Act (Division 12 (commencing with Section 130000)
 7 of the Public Utilities Code) shall be responsible for recommending
 8 projects to be funded with regional improvement funds, if the
 9 project is consistent with the regional transportation plan. The first
 10 five years of the financial element shall be based on the five-year
 11 estimate of funds developed pursuant to Section 14524. The
 12 financial element may recommend the development of specified
 13 new sources of revenue, consistent with the policy element and
 14 action element.

15 (B) The financial element of transportation planning agencies
 16 with populations that exceed 200,000 persons may include a project
 17 cost breakdown for all projects proposed for development during
 18 the 20-year life of the plan that includes total expenditures and
 19 related percentages of total expenditures for all of the following:

- 20 (i) State highway expansion.
- 21 (ii) State highway rehabilitation, maintenance, and operations.
- 22 (iii) Local road and street expansion.
- 23 (iv) Local road and street rehabilitation, maintenance, and
 24 operation.
- 25 (v) Mass transit, commuter rail, and intercity rail expansion.
- 26 (vi) Mass transit, commuter rail, and intercity rail rehabilitation,
 27 maintenance, and operations.
- 28 (vii) Pedestrian and bicycle facilities.
- 29 (viii) Environmental enhancements and mitigation.
- 30 (ix) Research and planning.
- 31 (x) Other categories.

32 (C) The metropolitan planning organization or county
 33 transportation agency, whichever entity is appropriate, shall
 34 consider financial incentives for cities and counties that have
 35 resource areas or farmland for the purposes of, for example,
 36 transportation investments for the preservation and safety of the
 37 city street or county road system and farm-to-market and
 38 interconnectivity transportation needs. The metropolitan planning
 39 organization or county transportation agency, whichever entity is
 40 appropriate, shall also consider financial assistance for counties

to address countywide service responsibilities in counties that contribute toward the greenhouse gas emission reduction targets by implementing policies for growth to occur within their cities.

(c) Each transportation planning agency may also include other factors of local significance as an element of the regional transportation plan, including, but not limited to, issues of mobility for specific sectors of the community, including, but not limited to, senior citizens.

(d) Except as otherwise provided in this subdivision, each transportation planning agency shall adopt and submit, every four years, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. A transportation planning agency located in a federally designated air quality attainment area or that does not contain an urbanized area may at its option adopt and submit a regional transportation plan every five years. When applicable, the plan shall be consistent with federal planning and programming requirements and shall conform to the regional transportation plan guidelines adopted by the California Transportation Commission. Before adoption of the regional transportation plan, a public hearing shall be held after the giving of notice of the hearing by publication in the affected county or counties pursuant to Section 6061.

(e) Commencing January 1, 2020, and every two years thereafter, the San Diego Association of Governments shall begin developing an implementation report that tracks the implementation of its most recently adopted sustainable communities strategy. The report shall discuss the status of the implementation of the strategy at the regional and local levels, and any successes and barriers that have occurred since the last report. The San Diego Association of Governments shall submit the implementation report to the ~~California Transportation Commission~~ *state board* by including it in its sustainable communities strategy implementation review pursuant to clause (ii) of subparagraph (J) of paragraph (2) of subdivision (b).

(f) (1) On or before July 1, 2026, and biennially thereafter, the Sacramento Area Council of Governments shall report, in a publicly available format on its internet website, on the regional implementation of its most recently adopted sustainable communities strategy using indicators developed and vetted with stakeholders.

(2) The information reported on its internet website pursuant to paragraph (1) shall include all of the following:

(A) A comparison between the land use and housing development assumptions included in the most recently adopted sustainable communities strategy and housing production activity in the region as measured by the issuance of building permits by local agencies.

(B) A discussion of the comparison's results, including identification of the principal factors that determine the extent to which the land use and housing development assumptions included in the most recently adopted sustainable communities strategy have or have not been realized and whether those assumptions reflect the requirement to use the most recent planning assumptions considering local general plans and other factors, as described in subparagraph (B) of paragraph (2) of subdivision (b), including by integrating feedback from housing developers, local governments, and other stakeholders.

(C) The status of approvals for, funding for, construction of, and projected dates of operation for transportation projects in the region in comparison to the investments and timing included in the most recently adopted sustainable communities strategy.

(3) This subdivision is not intended, and shall not be construed, to affect the land use authority of local governments, as described in subparagraph (K) of paragraph (2) of subdivision (b). This subdivision does not modify the authority of the metropolitan planning organization with respect to the adoption of a sustainable communities strategy pursuant to subparagraph (B) of paragraph (2) of subdivision (b) or implementation of the regional housing needs allocation in local housing elements.

SEC. 5. Section 65080.01 of the Government Code is amended to read:

65080.01. The following definitions apply to terms used in Section 65080:

(a) "Air district" has the same meaning as the term "district," as defined in Section 39025 of the Health and Safety Code.

(b) "Consistent" has the same meaning as that term is used in Section 134 of Title 23 of the United States Code.

(c) "Farmland" means farmland that is outside all existing city spheres of influence or city limits as of January 1, 2008, and is one of the following:

(1) Classified as prime or unique farmland or farmland of statewide importance.

(2) Farmland classified by a local agency in its general plan that meets or exceeds the standards for prime or unique farmland or farmland of statewide importance.

(d) "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

(e) "Internally consistent" means that the contents of the elements of the regional transportation plan must be consistent with each other.

(f) "Resource areas" include all of the following:

(1) All publicly owned parks and open space.

(2) Open space or habitat areas protected by natural community conservation plans, habitat conservation plans, and other adopted natural resource protection plans.

(3) Habitat for species identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies or protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code).

(4) Lands subject to conservation or agricultural easements for conservation or agricultural purposes by local governments, special districts, or nonprofit 501(c)(3) organizations, areas of the state designated by the State Mining and Geology Board as areas of statewide or regional significance pursuant to Section 2790 of the Public Resources Code, and lands under Williamson Act contracts.

(5) Areas designated for open-space or agricultural uses in adopted open-space elements or agricultural elements of the local general plan or by local ordinance.

(6) Areas containing biological resources as described in Appendix G of the CEQA Guidelines that may be significantly affected by the sustainable communities strategy or the alternative planning strategy.

(7) An area subject to flooding where a development project would not, at the time of development in the judgment of the

1 agency, meet the requirements of the National Flood Insurance
2 Program or where the area is subject to more protective provisions
3 of state law or local ordinance.

4 (g) "State board" means the State Air Resources Board.

5 SEC. 6. Section 65080.03 is added to the Government Code,
6 to read:

7 65080.03. (a) The California Environmental Quality Act
8 (Division 13 (commencing with Section 21000) of the Public
9 Resources Code) does not apply to the preparation and adoption
10 of regional transportation plans, sustainable communities strategies,
11 and alternative planning strategies pursuant to Section ~~65080~~ if
12 ~~the applicable metropolitan planning organization or regional~~
13 ~~transportation planning agency conducts enhanced public outreach.~~
14 ~~65080.~~

15 (b) ~~For the purposes of this section, "enhanced public outreach"~~
16 ~~may include activities from the following list:~~

17 (1) ~~In-person and virtual workshops allowing residents to~~
18 ~~evaluate land use and transportation scenarios, as applicable, before~~
19 ~~the selection of scenarios for analysis in the regional transportation~~
20 ~~plan.~~

21 (2) ~~The development of online tools allowing residents to adjust~~
22 ~~variables related to land use and transportation, as applicable, and~~
23 ~~determine impacts on greenhouse gas emissions and infrastructure~~
24 ~~costs.~~

25 (3) ~~Convening advisory panels including representatives from~~
26 ~~residents, businesses, housing advocates, environmental advocacy~~
27 ~~groups, and local elected officials to review draft scenarios and~~
28 ~~provide written recommendations that are included in the regional~~
29 ~~transportation plan.~~

30 (4) ~~Conducting targeted outreach in historically underserved~~
31 ~~communities during the public outreach process for the regional~~
32 ~~transportation plan. Targeted outreach may include partnering with~~
33 ~~community-based organizations to support participation in the~~
34 ~~development of the regional transportation plan.~~

35 (5) ~~Employing public survey tools that provide statistically~~
36 ~~representative feedback on regional policies related to land use~~
37 ~~and transportation investments, as applicable, and greenhouse gas~~
38 ~~emission reduction goals.~~

39 (c)

(b) This section shall not be interpreted as exempting from the California Environmental Quality Act a project that would implement actions taken pursuant to a plan or strategy adopted pursuant to this chapter.

SEC. 7. Section 2033.5 of the Streets and Highways Code is amended to read:

2033.5. The department, from funds made available pursuant to subdivision (f) of Section 2032, shall allocate local planning grants to encourage local and regional planning that furthers state goals, including, but not limited to, the goals of a sustainable communities strategy adopted pursuant to paragraph (2) of subdivision (b) or Section 65080 of the Government Code and the goals and best practices cited in the regional transportation plan guidelines adopted by the commission pursuant to Sections 14522 to 14522.3, inclusive, of the Government Code. The department shall develop a grant guide and shall consult with the State Air Resources Board, the Office of Land Use and Climate Innovation, and the Department of Housing and Community Development in the development of the grant guide, and shall provide status reports as it administers these funds. The grant guide shall be exempt from the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code).

SEC. 8. Section 2192 of the Streets and Highways Code is amended to read:

2192. (a) The following revenues shall be allocated for infrastructure projects pursuant to this section:

(1) The revenues deposited in the Trade Corridor Enhancement Account pursuant to Section 2192.4, except for those revenues in the account that were appropriated by Senate Bill 132 of the 2017–18 Regular Session (Chapter 7 of the Statutes of 2017).

(2) An amount of federal funds equal to the amount of revenue apportioned to the state under Section 167 of Title 23 of the United States Code from the national highway freight programs, pursuant to the federal Fixing America’s Surface Transportation Act (“FAST Act,” Public Law 114-94).

(b) (1) The funding described in subdivision (a) shall be available upon appropriation for allocation by the commission for infrastructure improvements in this state on federally designated Trade Corridors of National and Regional Significance, on the

1 Primary Freight Network, and along other corridors that have a
2 high volume of freight movement, as determined by the
3 commission and as identified in the state freight plan developed
4 pursuant to Section 13978.8 of the Government Code.

5 (2) Projects eligible for funding shall be included in an adopted
6 regional transportation plan. Projects within the boundaries of a
7 metropolitan planning organization shall be included in an adopted
8 regional transportation plan that includes a sustainable communities
9 strategy determined by the ~~commission~~ *State Air Resources Board*
10 to achieve the region's greenhouse gas emissions reduction ~~target~~,
11 *targets*, or, if the metropolitan planning organization has adopted
12 an alternative planning strategy pursuant to Section 65080 of the
13 Government Code, the projects shall reduce greenhouse gas
14 emissions.

15 (3) In developing guidelines for implementing this section, the
16 commission shall (A) apply the guiding principles, to the maximum
17 extent practicable, in the California Sustainable Freight Action
18 Plan released in July 2016 pursuant to Executive Order No.
19 B-32-15, and (B) consult the state freight plan and the applicable
20 port master plan.

21 (c) Eligible projects for these funds include, but are not limited
22 to, all of the following:

23 (1) Highway improvements to more efficiently accommodate
24 the movement of freight, particularly for ingress and egress to and
25 from the state's land ports of entry, rail terminals, and seaports,
26 including navigable inland waterways used to transport freight
27 between seaports, land ports of entry, and airports, and to relieve
28 traffic congestion along major trade or goods movement corridors.

29 (2) Freight rail system improvements to enhance the ability to
30 move goods from seaports, land ports of entry, and airports to
31 warehousing and distribution centers throughout California,
32 including projects that separate rail lines from highway or local
33 road traffic, improve freight rail mobility, and other projects that
34 improve the safety, efficiency, and capacity of the rail freight
35 system.

36 (3) Projects to enhance the capacity and efficiency of ports,
37 except that funds available under this section shall not be allocated
38 to a project that includes the purchase of fully automated cargo
39 handling equipment. For purposes of this paragraph, "fully
40 automated" means equipment that is remotely operated or remotely

monitored, with or without the exercise of human intervention or control. This paragraph does not prohibit the use of funds available pursuant to this section for a project that includes the purchase of human-operated zero-emission equipment, human-operated near-zero-emission equipment, and infrastructure supporting that human-operated equipment. This section does not prohibit the purchase of devices that support that human-operated equipment, including equipment to evaluate the usage and environmental benefits of that human-operated equipment.

(4) Truck corridor improvements, including dedicated truck facilities or truck toll facilities, including the mitigation of the emissions from trucks or these facilities.

(5) Border access improvements that enhance goods movement between California and Mexico and that maximize the state's ability to access funds made available to the state by federal law.

(6) Surface transportation, local road, and connector road improvements to effectively facilitate the movement of goods, particularly for ingress and egress to and from the state's land ports of entry, airports, and seaports, to relieve traffic congestion along major trade or goods movement corridors.

(7) Projects that employ advanced and innovative technology to improve the flow of freight, such as intelligent transportation systems, public infrastructure, excluding vehicles, that enables zero-emission or near-zero emission goods movement, real time information systems, weigh-in-motion devices, electronic screening and credentialing systems, traffic signal optimization, work zone management and information systems, ramp metering, and electronic cargo and border security technologies.

(8) Environmental and community mitigation or efforts to reduce environmental impacts of freight movement, such as projects that reduce noise, overnight truck idling, or truck queues, and advanced traveler information systems such as freight advanced traveler information systems that optimize operations to reduce empty-load trips.

(d) Projects funded with revenues identified in paragraph (1) of subdivision (a) shall be consistent with Article XIX of the California Constitution.

(e) (1) In adopting the program of projects to be funded with funds described in subdivision (a), the commission shall evaluate the total potential economic and noneconomic benefits of the

1 program of projects to California's economy, environment, and
 2 public health. The evaluation shall specifically assess localized
 3 impacts in disadvantaged communities. The commission shall
 4 consult with the agencies identified in Executive Order No.
 5 B-32-15 and metropolitan planning organizations in order to use
 6 the appropriate models, techniques, and methods to develop the
 7 parameters for evaluating the program of projects. The commission
 8 shall allocate the funding from subdivision (a) for trade
 9 infrastructure improvements as follows:

10 (A) Sixty percent of the funds shall be available for projects
 11 nominated by regional transportation agencies and other public
 12 agencies, including counties, cities, and port authorities, in
 13 consultation with the department. The commission shall provide
 14 reasonable geographic targets for funding allocations without
 15 constraining what an agency may propose or what the commission
 16 may approve.

17 (B) Forty percent of the funds shall be available for projects
 18 nominated by the department, in consultation with regional
 19 transportation agencies.

20 (2) In adopting a program of projects pursuant to paragraph (1),
 21 the commission shall prioritize projects jointly nominated and
 22 jointly funded by the state and local agencies. In considering
 23 geographic balance for the overall program, the commission may
 24 adjust the corridor-based targets in subparagraph (A) of paragraph
 25 (1) to account for projects programmed pursuant to subparagraph
 26 (B) of paragraph (1).

27 (f) (1) (A) The commission shall adopt guidelines, including
 28 a transparent process to evaluate projects and to allocate the
 29 funding described in subdivision (a) for trade infrastructure
 30 improvements in a manner that does all of the following:

- 31 (i) Addresses the state's most urgent needs.
- 32 (ii) Balances the demands of various land ports of entry,
 33 seaports, and airports.
- 34 (iii) Places emphasis on projects that improve trade corridor
 35 mobility and safety while reducing emissions of diesel particulates,
 36 greenhouse gases, and other pollutants and reducing other negative
 37 community impacts, especially in disadvantaged communities.
- 38 (iv) Makes a significant contribution to the state's economy.
- 39 (v) Recognizes the key role of the state in project identification.

(vi) Supports integrating statewide goods movement priorities in a corridor approach.

(vii) Includes disadvantaged communities measures, as established by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code, and other tools the commission determines, for evaluating benefits or costs for disadvantaged communities and low-income communities.

(B) Project nominations shall include either a quantitative or qualitative assessment of the benefits the project is expected to achieve relative to the evaluation criteria.

(2) The guidelines adopted pursuant to paragraph (1) may include streamlining of project delivery by authorizing regional transportation agencies and other public agencies to seek commission approval of a letter of no prejudice that allows the agency to expend its own funds for a project programmed in a future year of the adopted program of projects, in advance of allocation of funds to the project by the commission, and to be reimbursed at a later time for eligible expenditures. A letter of no prejudice shall only be available to local or regional transportation agencies for moneys that have been identified for future allocation to the applicant agency. Moneys designated for the program shall only be reimbursed when there is funding available in an amount sufficient to make the reimbursement.

(g) In addition, the commission shall also consider the following factors when allocating these funds:

(1) "Velocity," which means the speed by which large cargo would travel from the land port of entry or seaport through the distribution system.

(2) "Throughput," which means the volume of cargo that would move from the land port of entry or seaport through the distribution system.

(3) "Reliability," which means a reasonably consistent and predictable amount of time for cargo to travel from one point to another on any given day or at any given time in California.

(4) "Congestion reduction," which means the reduction in recurrent daily hours of delay to be achieved.

(h) For purposes of this section, the following definitions apply:

(1) "Disadvantaged communities" means those communities identified by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code.

(2) “Low-income communities” means census tracts with median household incomes at or below 80 percent of the statewide median income or with median household incomes at or below the threshold designated as low income by the Department of Housing and Community Development’s list of state income limits adopted pursuant to Section 50093 of the Health and Safety Code.

SEC. 9. Section 2391 of the Streets and Highways Code is amended to read:

2391. (a) Pursuant to subdivision (b) of Section 11053 of the Revenue and Taxation Code, two hundred fifty million dollars (\$250,000,000) in the State Highway Account shall be available for appropriation to the Department of Transportation in each annual Budget Act for the Solutions for Congested Corridors Program. Funds made available for the program shall be allocated by the California Transportation Commission to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state.

(b) (1) Funding shall be available for projects that do all of the following:

(A) Make specific performance improvements.

(B) Support the implementation of a regional transportation plan.

(C) Reduce congestion in highly traveled corridors.

(D) Provide more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.

(2) In order to mitigate increases in vehicle miles traveled, greenhouse gases, and air pollution, highway lane capacity-increasing projects funded by this program shall be limited to high-occupancy vehicle lanes, managed lanes as defined in Section 14106 of the Government Code, and other nongeneral purpose lane improvements primarily designed to improve safety for all modes of travel, such as auxiliary lanes, truck climbing lanes, or dedicated bicycle lanes.

(3) Project elements may include improvements to state highways, local streets and roads, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space.

SEC. 10. Section 2392 of the Streets and Highways Code is amended to read:

2392. (a) A regional transportation planning agency or county transportation commission or authority responsible for preparing a regional transportation improvement plan under Section 14527 of the Government Code or the department may nominate projects for funding through the program that are consistent with the policy objectives of the program as set forth in this chapter.

(b) The commission shall allocate no more than one-half of the funds available each year to projects nominated exclusively by the department.

(c) A project nomination shall do all of the following:

(1) Include documentation regarding the quantitative and qualitative measures validating the project's consistency with the policy objectives of the program as set forth in this chapter.

(2) Demonstrate that the improvements to be undertaken are the result of collaboration between the department and local or regional partners that reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions. Collaboration between the partners may be demonstrated by a project being jointly nominated by both the regional agency and the department.

(3) Be consistent with the phasing, timing, and project scope included in the adopted regional transportation plan.

SEC. 11. Section 2393 of the Streets and Highways Code is amended to read:

2393. Projects within the boundaries of a metropolitan planning organization shall be included in an adopted regional transportation plan that includes a sustainable communities strategy determined by the State Air Resources Board to achieve the region's greenhouse gas emissions reduction targets, or, if the metropolitan planning organization has adopted an alternative planning strategy pursuant to Section 65080 of the Government Code, the projects shall reduce greenhouse gas emissions.

SEC. 12. Section 2394 of the Streets and Highways Code is amended to read:

2394. The commission shall allocate program funds to projects after the relevant metropolitan planning organization, or, for projects outside of the boundaries of a metropolitan planning

organization, the regional transportation planning agency, has made a determination that a proposed project is consistent with the phasing, timing, and project scope included in the adopted regional transportation plan. The commission shall score the proposed projects on the following criteria, with priority given to near-term projects in the adopted regional transportation plan that will open before the *applicable* target date specified in subparagraph (A) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code:

- (a) Safety.
- (b) Congestion.
- (c) Accessibility.
- (d) Economic development and job creation and retention.
- (e) Furtherance of state and federal ambient air standards and greenhouse gas emissions reduction standards pursuant to the California Global Warming Solutions Act of 2006 (Division 25.5 (commencing with Section 38550) of the Health and Safety Code) and Senate Bill 375 (Chapter 728 of the Statutes of 2008).
- (f) Efficient land use.
- (g) Matching funds.
- (h) *Project deliverability*.

SEC. 13. Section 2397 of the Streets and Highways Code is amended to read:

2397. On or before March 1, 2019, and annually thereafter, the commission shall provide project update reports on the development and implementation of the program described in this chapter in its annual report to the Legislature prepared pursuant to Section 14535 of the Government Code. A copy of the report shall be provided to the Joint Legislative Budget Committee and the transportation policy committees of both houses of the Legislature. The report, at minimum, shall include information on each project that received funding under the program, including, but not limited to, all of the following:

- (a) A summary describing the overall progress of the project since the initial award.
- (b) Expenditures to date for all project phase costs.
- (c) A summary of milestones achieved during the prior year and milestones expected to be reached in the coming year.

1 (d) An assessment of how the project is meeting the quantitative
2 and qualitative measurements identified in the project nomination,
3 as outlined in Section 2392.

4 SEC. 14. No reimbursement is required by this act pursuant to
5 Section 6 of Article XIII B of the California Constitution because
6 a local agency or school district has the authority to levy service
7 charges, fees, or assessments sufficient to pay for the program or
8 level of service mandated by this act, within the meaning of Section
9 17556 of the Government Code.

10 However, if the Commission on State Mandates determines that
11 this act contains other costs mandated by the state, reimbursement
12 to local agencies and school districts for those costs shall be made
13 pursuant to Part 7 (commencing with Section 17500) of Division
14 4 of Title 2 of the Government Code.

O

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California State Senate

SENATOR
DAVE CORTESE
FIFTEENTH SENATE DISTRICT



CHAIR
TRANSPORTATION

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EDUCATION
HOUSING

LABOR, PUBLIC EMPLOYMENT
& RETIREMENT
LEGISLATIVE ETHICS
PUBLIC SAFETY

May 5, 2026

Lauren Sanchez
Chair, California Air Resources Board
1001 I Street Sacramento, CA 95814

RE: Proposed Amendments to the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms – Significant Concern

Dear Chair and Board Members,

As the Chair of the Senate Transportation Committee, I am deeply concerned that CARB's April 14th proposed changes to the Cap & Invest program could have a devastating impact on California's already-struggling transit operators and threaten our ability to deliver the nation's first high speed rail system.

When the Legislature reauthorized the Cap & Invest program last year through AB 1207 (Irwin) and SB 840 (Limon), we prioritized funding to deliver the California High Speed Rail project, support regional transit capital projects, and expand transit service. SB 840 explicitly reserves \$1 billion annually from the auction of Cap & Invest allowances for the High Speed Rail project, until 2045. It also sets aside up to \$400 million annually for the Transit and Intercity Rail Capital Program (TIRCP), and \$200 million for the Low-Carbon Transit Operations Program (LCTOP). These programs serve communities across the state, support middle-class jobs, and reduce greenhouse gas emissions.

CARB's April 14th regulatory proposal undermines the Legislature's intent to support transit and high-speed rail. CARB's revenue estimates show shortfalls in all tiers to fully fund SB 840's commitments. In fact, under this revenue scenario, there could be ***zero funding available for TIRCP and LCTOP***, and High Speed Rail's minimum funding amount of \$1 billion would be mathematically unworkable without impairing funds reserved for other legislative priorities.

The 2026 Draft HSR Business Plan shows that a minimum of \$1 billion is critical to meet project timelines. The draft plan also indicates the Authority's need to securitize GGRF revenue reserved for the project in order to bring forward funds needed to complete the first phase of the project. Bonding against any funding source requires absolute certainty.

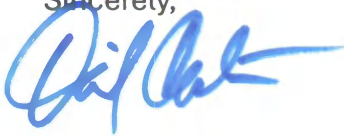
CARB's proposed changes to the program could jeopardize the future of the project that the Governor and Legislature clearly prioritized in reauthorizing the Cap & Invest program. As Chair of the Senate Transportation Committee, I am unwilling to concede that outcome.

In addition, this raises important questions that have not been adequately answered in the short time since the revised regulation was released for public comment. It also clearly demonstrates that the full implications of this rulemaking have not been considered on a holistic basis across the many affected agencies, programs, and state priorities.

There is no guarantee CARB's proposal will result in lower gas and energy bills for consumers. Giving the energy industry a break on estimated auction proceeds instead of investing in proven programs is penny-wise and pound foolish and a step backwards to meeting our goals.

For all these reasons, I urge CARB to revise their proposal to ensure the will of the legislature is reflected and that vital investments in our communities prioritized by the legislature remain viable. Otherwise, your actions could trigger a significant and contentious legislative response.

Sincerely,



Dave Cortese
California State Senate, District 15

Cc:

Honorable Governor Gavin Newsom
Honorable pro Tem Monique Limon, California State Senate
Honorable Speaker Robert Rivas, California State Assembly
Honorable Catherine Blakespear, Chair, Senate Environmental Quality Committee
Honorable Eloise Reyes, Chair, Budget and Fiscal Subcommittee No. 2 on
Resources, Environmental Protection
Honorable Steve Bennett, Chair, Budget and Fiscal Subcommittee No. 4 on Climate
Crisis, Resources, Energy, and Transportation
Honorable Lori Wilson, Chair, Assembly Transportation Committee
Members of the Senate Transportation Committee



April 30, 2026

Lauren Sanchez, Chair
California Air Resources Board
1001 I Street
Sacramento, CA 95814

RE: Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms – Significant Concerns

Chair Sanchez:

We, the undersigned organizations, write to you today to voice our **significant concerns** with the *Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms (Proposed Amendments)*, released by the California Air Resources Board (CARB) on April 14, 2026. The Proposed Amendments are expected to be considered by CARB at its May 28-29, 2026, monthly meeting.

In 2025, our organizations, representing affordable housing, local government, transportation / transit, environmental, environmental justice, and labor interests from across the state,

supported the efforts of the Newsom Administration and Legislature to extend the Cap-and-Trade program beyond 2030. We supported the proposed early action on the extension, as we understood the importance of the program to meeting California's long-term climate and air quality goals and believed state officials' public statements that such action was immediately necessary to stabilize the market and continue the state's investment from the Greenhouse Gas Reduction Fund (GGRF) in key climate programs. As the effort gained traction in AB 1207 (Irwin) and SB 840 (Limon), we supported the legislation and defended the bills against attacks from stakeholders, including the industry sectors subject to the program. We were pleased to see that the enacted legislation, consistent with our objectives, extended the program through 2045, renamed the program the "Cap-and-Invest" program, and maintained continuous appropriations from the GGRF for the Affordable Housing and Sustainable Communities Strategies Program (AHSC), Transit and Intercity Rail Capital Program (TIRCP), and Low Carbon Transit Operations Program (LCTOP) while also committing – for the first time – ongoing funding for air quality initiatives in AB 617 communities.

Today, however, we are gravely concerned with the program's proposed direction, as identified by CARB in the Proposed Amendments. Specifically, we are concerned with, and object to, the Proposed Amendments' proposal to increase allowances, including to the state's electricity and gas utility companies, by nearly \$2 billion annually to support, among other things, an enhanced Climate Credit. This proposal, while well-intentioned, would reduce the GGRF revenue by a commensurate amount annually, which we believe will, in the upcoming fiscal years, zero out hard-fought annual funding for the AHSC, TIRCP, LCTOP, and AB 617 communities. This funding, which has been a centerpiece of the state's climate strategy since 2015, supports the buildout of affordable transit-oriented housing and major transit projects, deployment of zero-emission vehicles, transit service, fare free and discounted transit passes, and community air quality initiatives. Over the last decade, as identified by CARB, implemented projects funded by these programs have delivered the following GHG emission reductions and benefits.

- AHSC:
 - 6,632,693 MTCO₂e GHG emissions reduced
 - \$4.85 billion invested, with \$4.0 billion benefitting priority populations
 - 22,877 units of affordable housing funded
- TIRCP:
 - 23,369,888 MTCO₂e GHG emissions reduced
 - \$2.74 billion invested, with \$1.58 billion benefitting priority populations
 - 263 transit projects implemented
- LCTOP:
 - 7,446,600 MTCO₂e GHG emissions reduced

- \$1.23 billion invested, with \$1.14 billion benefitting priority populations
- 1,123 projects and services implemented
- AB 617:
 - 282,500 MTCO₂e
 - \$527 million invested, with \$442.68 million benefitting priority populations
 - 9,004 projects implemented

We estimate that the constituencies we represent and/or serve will lose up to \$1.65 billion in GGRF annually – funding they have relied on for over a decade, without any plan from the state to backfill these losses. Given the GHG reductions from these programs outlined above, reducing their funding will jeopardize the state’s ability to meet its 2030 GHG reduction targets.

As we understand it, CARB advanced this proposal in the Proposed Amendments in response to calls from some legislators and stakeholders to further address the affordability crisis faced by Californians. In objecting to the proposal, we want to be clear: we agree that the Proposed Amendments should, as called for by AB 1207, address affordability; we believe the Proposed Amendments must apply an understanding of affordability that extends beyond utility bills. To the constituencies we represent and/or serve, addressing affordability requires continued state investment that supports good paying, life-sustaining jobs and means access to affordable housing and transit options, travel timing savings that buy Californians more time with family and friends, and personal health unburdened by the harms of air pollution – not just lower utility bills. Unfortunately, the Proposed Amendments fail on these fronts and regress on the state’s efforts to deliver more affordable housing units, more accessible and affordable public transit, and better air quality for our vulnerable communities by gutting key climate programs in favor of slightly lower utility bills. **We call on the state to revisit the proposal and maintain robust funding in the GGRF for the AHSC, TIRCP, LCTOP, and AB 617 communities.**

We know that CARB is balancing numerous objectives with the Proposed Amendments and is working to enact a final regulation that furthers the state’s climate and air quality goals while also confronting the challenges faced by regulated industries and everyday Californians. We ask that, as CARB advances the Proposed Amendments, that you consider the importance of the GGRF-funded programs and their role in addressing affordability and incorporate this more expansive understanding into the final regulation.

As we continue to review the Proposed Amendments, we look forward to engaging with you on the provisions noted in this letter and potentially others impacting GGRF-funded programs.

Sincerely,

Michael Pimentel
Executive Director
California Transit Association

Chione Flegal
Executive Director
Housing California

Holly Benson
President and CEO
Adobe Communities

Vivian Wan, MSW
Chief Executive Officer
Adobe Housing Development

Shane Gusman
Legislative Advocate
Amalgamated Transit Union

Tyler Munzing
Executive Director
American Council of Civil Engineers – California

Matthew Cremins
Director
CA-NV Conference of Operating Engineers

Victoria J. Brady
Chief Executive Officer
Cabrillo Economic Development Corporation

Michael Quigley
Executive Director
California Alliance for Jobs

Jacklyn Cuddy
Executive Director
California Association for Coordinated Transportation

Nate Schaffran
Executive Director
California Coalition for Community Investment

Alicia Sebastian
Executive Director
California Coalition for Rural Housing

Bob Zdenek
Interim Executive Director
California Community Economic Development Association

Maddie Ribble
Co-Director for Policy
California Community Land Trust Network

Ray Pearl
Executive Director
California Housing Consortium

Andrew Dawson
Senior Manager of Policy Advocacy
California Housing Partnership

James A. Thuerwachter
Legislative Advocate
California State Council of Laborers

Gabriella Ruiz
Policy Manager
Chinatown Community Development Center

Colin Parent
CEO and General Counsel
Circulate Planning and Policy

Lesly Beatty
Director
Climate Plan

Elissa Dennis
Executive Director
Community Economics, Inc.

Sean Spear
President & CEO
Community HousingWorks

Tara Barauskas, LEED AP
Executive Director
Community Corporation of Santa Monica

Seana O'Shaughnessy
President / CEO
Community Housing Improvement Program

Laura Hall
President & CEO
EAH Housing

Jeff Levin
Senior Director of Policy
East Bay Housing Organizations

Heather Hood
VP and Market Lead, Northern California
Enterprise Community Partners

Jimar Wilson
VP and Market Leader, Southern California
Enterprise Community Partners

Victoria Senna
Chief Executive Officer
Hollywood Community Housing Corporation

Cristian Ahumada
Executive Director and CEO
Holos Communities

Alexander Russell, M.B.A.
Chief Executive Officer
Homes & Hope

Robert Estrada
National President
Inlandboatmen's Union of the Pacific Marine Division ILWU

Cesar Covarrubius
Executive Director
Kennedy Commission

Ian Gabriel
Director of Collective Impact
Lift to Rise

Takao Suzuki
Executive Director
Little Tokyo Service Center

Kenny Rodgers
Deputy Market Director, Coachella Valley
Low-Income Investment Fund

Captain Sly Hunter
Regional Representative
Masters, Mates & Pilots AFL-CIO

Ariel Beliak
President & CEO
Merritt Community Capital Corporation

Renner Johnston
President / Partner
Mogavero Architects

Eli Lipmen
Executive Director
Move California

Eli Lipmen
Executive Director
Move LA

Craig Adelman
CEO
Mutual Housing California

Alex Visotzky
Senior Policy Fellow, California
National Alliance to End Homelessness

J.T. Harechmak
Policy Director
Non-Profit Housing Association of Northern California

Kenneth Triguero
CEO & President
People's Self-Help Housing

Matthew Baker
Policy Director
Planning & Conservation League

Laurel Paget-Seekins
Senior Transportation Policy Advocate
Public Advocates

Jon Switalski
Executive Director
Rebuild SoCal Partnership

Courtney Pal
Policy Manager
Resources for Community Development

Ari Neumann
Chief Impact & Policy Officer
Rural Community Assistance Corporation

Julio Lamas
Executive Director
Sacramento Housing Alliance

Jonathan Matz
California Senior Policy Manager
Safe Routes to School Partnership

Adina Levin
Executive Director
Seamless Bay Area

Tom Collishaw
President & CEO
Self-Help Enterprises

Louie Costa
Safety and Legislative Director
SMART – Transportation Division

Jackson Loop
Policy Director
Southern California Association of Non-Profit Housing

Laura Tolkoff
Transportation Policy Director
SPUR

Marc T. Vukceovich
Director of State Policy
Streets for All

Shane Gusman
Legislative Director
Teamsters

Carter Lavin
Co-Founder
Transbay Coalition

Zack Deutsch-Gross
Executive Director
Transform

Erika Lee and Allisson Riley
Co-Executive Directors
Venice Community Housing

Ian Evans
Executive Director
Yolo County Housing and New Hope Community Development Corporation

cc: Members and Staff, California State Legislature
Members, California Air Resources Board
Jamie Callahan, Deputy Chief of Staff, Office of Governor Gavin Newsom
Trey Reffett, Deputy Cabinet Secretary, Office of Governor Gavin Newsom
Sarah Swig, Deputy Cabinet Secretary and Senior Advisor, Office of Governor Gavin Newsom
Steve Cliff, Executive Officer, California Air Resources Board
Rajinder Sahota, Deputy Executive Officer, California Air Resources Board
Toks Omishakin, Secretary, California State Transportation Agency
Erin Curtis, Executive Director, Strategic Growth Council



April 27, 2026

The Honorable Lauren Sanchez, Chair
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Re: 15-Day Amendments to the Cap-and-Invest Program

Dear Chair Sanchez,

California is the last great hope for stability and progress for climate and energy security. But threats, both foreign and domestic, are destabilizing markets and burdening working families with ever more costly energy bills and climate disasters.

We urge the California Air Resources Board to amend their Cap-and-Invest proposal to push back on pressure from an oil industry that is making hundreds of billions in wartime profits.

The recently proposed amendments put both our 2030 targets and the stability of the Greenhouse Gas Reduction Fund at risk. They also depart from the spirit of our landmark agreement from last year by seeking to achieve affordability goals without accountability.

CARB's proposal, rather than adhere to the will of the Legislature and clear statutory direction, adds up to 118 million metric tons of allowances back into the market, providing at least \$3.5 billion in subsidies that will only prolong our reliance on fossil fuels and their disproportionate impacts on public health in environmental justice communities. This contradicts CARB's Initial Statement of Reasons about what was required for California to reach our 2030 emissions target. It also effectively zeroes out future Greenhouse Gas Reduction Fund investments.

In addition to diluting the market signal of the cap—increasing emissions and reducing demand for allowances—the proposed *Manufacturing Decarbonization Incentive* (MDI) under the newly created *Build Up California Reserve* lacks any enforceable mechanism to demonstrate real, permanent, quantifiable, and verifiable emissions reductions. The MDI resembles CARB's existing offsets program, but without any of the accountability measures required by law.

Speeding progress towards the 2030 emissions target will allow us to accelerate investments to provide lasting relief for the pain at the pump families are struggling to shoulder. Instead, this proposal entrusts

the very oil industry that is profiteering from President Trump’s war to somehow deliver savings to the California drivers they are holding over a barrel.¹

The Legislature worked for more than a year to reform and reauthorize the program. We did so well in advance of the program’s sunset to provide certainty to regulated industries, to stabilize the market for allowances, and to send a clear signal that California is committed to the energy transition. The law reflects a hard-fought compromise, and a deliberate balance between ambition and affordability.

AB 1207 reaffirmed our statutory commitment under SB 32 (Pavley, 2016) to achieve “*at least 40 percent*” below 1990 levels by 2030. This clear commitment includes unambiguous direction “to achieve the maximum technologically feasible reductions in greenhouse emission to *achieve the requirements*” of our 2030 and 2045 targets (Cal. Health & Safety Code §38566 and §38562.2). These are not optional suggestions: these targets are “requirements” that must be “achieved.”

Based on these 2030 and 2045 commitments, SB 840 established clear expectations for ongoing revenues to support investments in vital public services and infrastructure that our communities are counting on.

Cementing reliance on fossil fuels through costly, inefficient subsidies is not an affordability strategy and will not prevent the next gas price spike. Investments in electric vehicles, transit, livable communities, and innovation to help lower technology costs for working families will immunize us from the oil wars of the future, while creating jobs here at home. Moreover, the proposal also lacks any assurance that CARB, the Energy Commission or the Division of Petroleum Market Oversight will have the data or accountability tools they need to avoid saddling California taxpayers with further costs like the federal government’s “petroleum exclusion,” which shields refineries from Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) cleanup liability.²

There are better options available to stabilize in-state fuel supply through the energy transition that preserve the integrity of California’s carbon market. We anticipate many such solutions will be highlighted in the Transportation Fuels Transition Plan and Transportation Fuels Assessment, due this month, and we are ready to engage with the Administration and industry to build on our work.

CARB must stay on course in this rulemaking to meet the 2030 targets while doing the following:

- 1. Apply the same rigor and accountability to any compliance instruments generated under the MDI program as we do for offsets—namely, that they be real, permanent, quantifiable, verifiable and additional emissions reductions—there must be accountability on public spending and environmental justice.**
- 2. Provide clarity that the 2030 target remains in force, and that the MDI program not be permitted to expand the emissions cap, including by limiting the total quantity of MDI-related instruments and requiring a commensurate adjustment to the allowance budget.**

¹ Damian Carrington, “Big Oil Reaping Huge War Windfall From Consumers, Analysis Finds” *The Guardian* (April 15, 2026), available at: <https://www.theguardian.com/environment/2026/apr/15/big-oil-huge-war-windfall-consumers>.

² 42 U.S.C. § 9601(14); *see also*, Ann Alexander, Before the Last Drop: Lessons From The Phillips 66 Los Angeles Refinery Closure (2025).

We understand the Board seeks to act on this rulemaking in the coming weeks. We expect CARB will stay on track with program amendments that adhere to both the spirit and letter of the law by making appropriate revisions to ensure California does not backslide on its climate goals.

Sincerely,



HENRY STERN
Senator, 27th District



JOSH BECKER
Senator, 13th District



ISAAC BRYAN
Assemblymember, 55th District



BEN ALLEN
Senator, 24th District



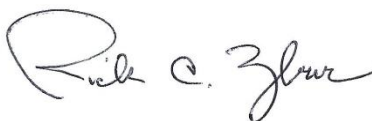
GAIL PELLERIN
Assemblymember, 28th District



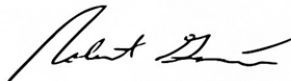
GREGG HART
Assemblymember, 37th District



DAMON CONNOLLY
Assemblymember, 12th District



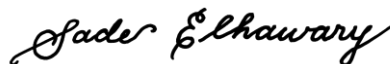
RICK CHAVEZ ZBUR
Assemblymember, 51st District



ROBERT GARCIA
Assemblymember, 50th District



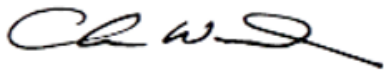
ALEX LEE
Assemblymember, 24th District



SADE ELHAWARY
Assemblymember, 57th District



ASH KALRA
Assemblymember, 25th District



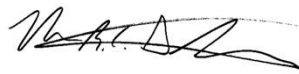
CHRIS WARD
Assemblymember, 78th District



CHRIS ROGERS
Assemblymember, 2nd District



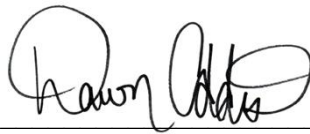
SCOTT WIENER
Senator, 11th District



NICK SCHULTZ
Assemblymember, 44th District



LENA GONZALEZ
Senator, 33rd District



DAWN ADDIS
Assemblymember, 30th District



JESSE ARREGUÍN
Senator, 7th District



MARC BERMAN
Assemblymember, 23rd District



REBECCA BAUER-KAHAN
Assemblymember, 16th District



JOHN HARABEDIAN
Assemblymember, 41st District



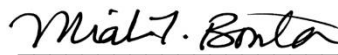
TASHA BOERNER
Assemblymember, 77th District



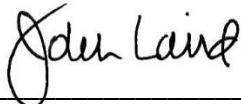
STEVE BENNETT
Assemblymember, 38th District



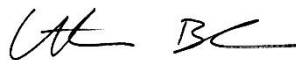
JESSICA CALOZA
Assemblymember, 52nd District



MIA BONTA
Assemblymember, 18th District



JOHN LAIRD
Senator, 17th District



CATHERINE BLAKESPEAR
Senator, 38th District



Orange County Transportation Authority Legislative Matrix

2026 State Legislation Session
May 21, 2026

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
BILLS WITH POSITIONS			
AB 334 (Petrie-Norris – D) Operators of toll facilities: interoperability programs: vehicle information.	Would authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is intended to implement interstate interoperability.	INTRODUCED: 01/28/2025 LOCATION: Senate Committees on Transportation and Judiciary LAST AMEND: 07/17/2025 STATUS: 09/13/2025 In SENATE. Failed Deadline pursuant to Rule 61(a)(14).	Support (partial list) Support: Transportation Corridor Agencies (sponsor), Metropolitan Transportation Commission, Orange County Business Council, San Bernardino County Transportation Authority, Association of California Cities Orange County, Automobile Club of Southern California

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
► AB 1569 (Davies – R) Pupil safety: electric bicycle parking: safety program.	<i>Would require the Department of Education in consultation with the California Highway Patrol to develop a standardized electric bicycle safety and training program for students in grades 7 through 12.</i>	INTRODUCED: 01/12/2026 LOCATION: Assembly Committee on Education LAST AMEND: 04/13/2026 STATUS: 04/21/2026 <i>In ASSEMBLY. Re-referred to Committee on Appropriations.</i>	Support (partial list) Support: City of Irvine, City of San Clemente, <i>Streets for All, League of California Cities, Auto Club of Southern California</i>
AB 1855 (Gonzalez – R) California Environmental Quality Act: exemption: passenger rail service.	Would expand the California Environmental Quality Act (CEQA) exemption for passenger rail projects by removing certain zero-emission and Tier 4 rolling stock requirements and modifying right-of-way eligibility criteria.	INTRODUCED: 02/11/2026 LOCATION: Assembly Committee on Natural Resources STATUS: 02/23/2026 <i>In ASSEMBLY. Referred to Assembly Committee on Natural Resources</i>	Support Support: Riverside County Transportation Commission (sponsor)

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
► AB 1944 (Lee – D) Zero-emission transit buses: axle weight.	Would establish a phased extension of axle weight allowances for zero-emission transit buses procured between January 1, 2027, and December 31, 2031, to support fleet transition requirements.	INTRODUCED: 02/13/2026 LOCATION: <i>Senate Committee on Rules</i> STATUS: 04/06/2026 <i>In SENATE. Ordered to Committee on Rules for assignment.</i>	Support Support: California Transit Association (sponsor), Monterey-Salinas Transit District, Sacramento Regional Transit Center, San Diego Metropolitan Transit System
► AB 2051 (Wicks–D) Public resources: Coastal Resilience Permitting Working Group.	Would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas.	INTRODUCED: 02/18/2026 LOCATION: <i>Assembly Committee on Appropriations</i> LAST AMEND: 03/25/2026 STATUS: 04/29/2026 <i>In ASSEMBLY. Referred to Appropriations suspense file.</i>	Support Support: Bay Area Council (sponsor), Bay Area Planning Coalition (co-sponsor), Port of San Francisco, California State Association of Counties (CSAC), San Francisco International Airport, Valley Water

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
► AB 2059 (Wilson – D) California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.	Would establish a cap on the cost of mitigation measures required to address transportation impacts under CEQA related to vehicle miles traveled (VMT). As amended, the bill would cap required VMT mitigation costs for transportation projects in rural counties at 5 percent of estimated total project cost and deem costs above that threshold economically infeasible.	INTRODUCED: 02/18/2026 LOCATION: <i>Assembly Committee on Appropriations</i> LAST AMEND: 04/22/2026 HEARING: 05/13/2026 STATUS: 04/23/2026 <i>In ASSEMBLY. Re-referred to Assembly Committee on Appropriations</i>	Support If Amended <i>Support: Transportation California</i> <i>Oppose: 350 Bay Area Action, Active San Gabriel Valley, Center for Biological Diversity, ClimatePlan, Coalition for Clean Air, Leadership Counsel for Justice & Accountability, MoveLA, Planning and Conservation League, San Diego 350.Org, Sierra Club, Streets for All, Transform</i>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
► AB 2513 (Petrie-Norris – D) Wildfire: Regional Forest and Fire Capacity Program: regional landscape grants.	Would authorize the Department of Conservation to directly award regional landscape grants to support implementation of regional wildfire resilience strategies.	INTRODUCED: 02/20/2026 LOCATION: <i>Assembly Committee on Appropriations</i> LAST AMEND: 04/16/2026 STATUS: 04/29/2026 <i>In ASSEMBLY. Referred to Appropriations suspense file.</i>	Support Support: County of Orange Area Safety Task Force, County of Orange
► AB 2560 (Schultz – D) Climate Action Plan for Transportation Infrastructure: goals.	Would codify the Climate Action Plan for Transportation Infrastructure goals and apply them to major state transportation funding programs, including the Interregional Transportation Improvement Program, Transit and Intercity Rail Capital Program, Local Partnership Program, Trade Corridor Enhancement Program, Active Transportation Program, and Solutions for Congested Corridors Program.	INTRODUCED: 02/20/2026 LOCATION: <i>Assembly Committee on Appropriations</i> STATUS: 04/21/2026 <i>In ASSEMBLY. Re-referred to Committee on Appropriations.</i>	Oppose (partial list) Oppose: Self-Help Counties Coalition, American Council of Engineering Companies, California Association of Councils of Governments, Riverside County Transportation Commission, Self Help Counties Coalition, Transportation California, California Alliance for Jobs Support: Streets for All, Greenlining Institute, Move LA, Coalition for Clean Air

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
SB 677 (Wiener – D) Housing development: transit-oriented development.	Would revise the definition of high-frequency commuter rail to include commuter and intercity rail stations based on average weekday train frequency, potentially expanding the number of transit-oriented development stops subject to state-mandated housing standards under SB 79.	INTRODUCED: 02/21/25 LOCATION: Assembly LAST AMEND: 01/08/2026 STATUS: 01/26/26 In ASSEMBLY. Read first time. Held at desk.	Oppose Unless Amended (partial list) Support: Abundant Housing Los Angeles (co-source), Bay Area Council (co-source), California Yimby (co-source), Inner City Law Center (co-source), Spur (co-source), Streets for All (co-source), Housing Action Coalition Oppose: California Association of Counties, League of California Cities, City of Glendale, City of Encinitas, Equitable Land Use Alliance, Los Angeles County Metropolitan Transportation Authority, San Diego Association of Governments

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
SB 741 (Blakespear – D) Coastal resources: coastal development permit: exemption: Los Angeles – San Diego – San Luis Obispo Rail Corridor.	Would expand the existing exemption from the California Coastal Act’s coastal development permitting process to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles – San Diego – San Luis Obispo Rail Corridor.	INTRODUCED: 02/21/25 LOCATION: Assembly Committee on Natural Resources LAST AMEND: 04/21/25 STATUS: 07/17/2025 In ASSEMBLY. Failed Deadline pursuant to Rule 61(a)(10).	Oppose Support: California Coastal Protection Network, City of Los Alamitos, Save Our Beaches – San Clemente, Surfrider Foundation Oppose: Association of California Cities Orange County, Orange County Council of Governments, County of Orange, Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency
SB 752 (Richardson – D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	Would extend tax exemption on retailers for specified zero-emission technology transit buses until January 1, 2028.	INTRODUCED: 02/21/25 LOCATION: Senate Appropriations Committee STATUS: 02/02/2026 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.	Support (partial list) Support: CTA (sponsor), Alameda-Contra Costa Transit District, Foothill Transit, San Francisco Municipal Transportation Agency, Riverside Transit Agency, San Diego Metropolitan Transit System

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
► SB 935 (Choi – R) Local agency design-build projects: authorization.	Would indefinitely extend design-build authority for local agencies by repealing the January 1, 2031, sunset on existing authority.	INTRODUCED: 01/29/2026 LOCATION: <i>Assembly Committee on Local Government</i> STATUS: 05/04/2026 <i>In ASSEMBLY. Referred to Committee on Local Government.</i>	Support Support: American Council of Engineering Companies California, Cal Cities, CSAC, Design Build Institute of America Western Pacific Chapter, League of California Cities, Rural County Representatives of California, <i>Orange County Fire Authority, Association of California Cities Orange County</i>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
► SB 1087 (Cabaldon – D) <i>Transportation planning: sustainable communities strategies: transportation funding programs.</i>	<i>Would make changes to existing Regional Transportation Plan/Sustainable Communities Strategy guidelines and requirements, including how greenhouse gas emissions (GHG) reduction targets are set, the timeline for updating the plans, and how GHG reduction strategies are evaluated, and would extend GHG reduction targets to 2045 and make changes to certain transportation funding programs to support implementation of the strategies.</i>	INTRODUCED: 02/13/2026 LOCATION: Senate Committee on Appropriations LAST AMEND: 04/09/2026 STATUS: 05/04/2026 <i>In SENATE. Placed on Appropriations suspense file.</i>	STAFF RECOMMENDS SUPPORT IF AMENDED <i>Support (partial list):</i> Association of Bay Area Governments (co-sponsor), Sacramento Area Council of Governments (co-sponsor), San Diego Association of Governments (co-sponsor), Southern California Association of Governments (co-sponsor), Riverside County Transportation Commission, California Association of Councils of Governments <i>Oppose: Equitable Land Use Alliance, Families and Homes San Jose, California Building Industry Association, Coalition for Clean Air</i>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
► SB 1167 (Blakespear – D) Vehicles: electric bicycles.	Would prohibit certain motorized vehicles from being marked or sold as electric bicycles and establish enhanced labeling, disclosure, and safety requirements.	INTRODUCED: 02/18/2026 LOCATION: <i>Senate Committee on Appropriations</i> LAST AMEND: 04/09/2026 STATUS: 05/04/2026 <i>In SENATE. Placed on Appropriations suspense file.</i>	Support (partial list) Support: CalBike (co-sponsor), People for Bikes (co-sponsor), Streets Are For Everyone (SAFE) (co-sponsor), Streets for All (co-sponsor), California District Attorneys Association, California Emergency Nurses Association, California Medical Association, City of Oceanside, City of Vista, Oceanside Unified School District, San Diego County Bicycle Coalition, San Diego District Attorney's Office, <i>County of Orange</i>

BILLS BEING MONITORED

AB 35 (Alvarez, D) Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: Administrative Procedure Act: exemption: program guidelines and selection criteria.

Introduced: 12/02/2024

Last Amended: 01/14/2026

Status: 01/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 01/27/2026 - Senate Rules

Summary: The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, approved by the voters as Proposition 4 at the November 5, 2024, statewide general election, authorized the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate-smart, sustainable, and resilient farms, ranches, and working lands, park creation and outdoor access, and clean air programs. Current law authorizes certain regulations needed to effectuate or implement programs of the act to be adopted as emergency regulations in accordance with the Administrative Procedure Act, as provided. Current law requires the emergency regulations to be filed with the Office of Administrative Law and requires the emergency regulations to remain in effect until repealed or amended by the adopting state agency. This bill, notwithstanding the above, would exempt the adoption of regulations needed to effectuate or implement programs of the act from the requirements of the Administrative Procedure Act, as provided. The bill would require a state entity that receives funding to administer a competitive grant program established using the Administrative Procedure Act exemption to do certain things, including develop draft project solicitation and evaluation guidelines and to submit those guidelines to the Secretary of the Natural Resources Agency, except as provided. The bill would require the Secretary of the Natural Resources Agency to post an electronic form of the guidelines submitted by a state entity and the subsequent verifications on the Natural Resources Agency's internet website.

AB 259 (Rubio, Blanca, D) Open meetings: local agencies: teleconferences.

Introduced: 01/16/2025

Last Amended: 04/21/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 5/14/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

Summary: The Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030.

AB 266 (Davies, R) Freeway Service Patrol Act: sponsorship agreement.

Introduced: 01/17/2025

Last Amended: 06/02/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 6/30/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Senate 2 YEAR

Summary: The Freeway Service Patrol Act authorizes and provides funding for freeway service patrols, operated pursuant to an agreement between the Department of the California Highway Patrol, the Department of Transportation, and a regional or local governmental entity, to provide emergency roadside assistance on traffic-congested urban freeways throughout the state. The act requires each tow truck participating in a freeway service patrol to bear a specified logo that identifies the Department of the California Highway Patrol and the Department of Transportation, and, at the option of the entity, the participating regional or local entity. This bill would require the Department of Transportation, the Department of the California Highway Patrol, and participating and eligible regional and local entities to, each time the guidelines for program operations are updated after January 1, 2026, consider developing or revising and including in the guidelines operational requirements for sponsorship agreements between a participating regional or local entity and any private third party that allow for the display of the sponsor's name and logo on participating tow trucks, as provided.

AB 334 (Petrie-Norris, D) Operators of toll facilities: interoperability programs: vehicle information.

Introduced: 01/28/2025

Last Amended: 07/17/2025

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)

Location: 09/11/2025 - Senate 2 YEAR

Summary: Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide, regarding a vehicle's use of the toll facility, only the license plate number, transponder identification number, date and time of the transaction, and identity of the agency operating the toll facility. This bill would instead authorize an operator of a toll facility on federal-aid highways engaged in an interstate interoperability program to provide to an out-of-state toll agency or interstate interoperability tolling hub only the information regarding a vehicle's use of the toll facility that is license plate data, transponder data, or transaction data, and that is listed as "required" by specified national interoperability specifications. If the operator needs to collect other types of information to implement interstate interoperability, the bill would prohibit the operator from selling or otherwise providing that information to any other person or entity, as specified.

AB 340 (Ahrens, D) Employer-employee relations: confidential communications.

Introduced: 01/28/2025

Last Amended: 03/05/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)

Location: 08/29/2025 - Senate 2 YEAR

Summary: Current law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of current law further prohibit denying to employee organizations the rights guaranteed to them by current law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation.

AB 443 (Bennett, D) Energy Commission: integrated energy policy report: curtailed solar and wind generation: hydrogen production.

Introduced: 02/06/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/14/2025)(May be acted upon Jan 2026)

Location: 08/29/2025 - Senate 2 YEAR

Summary: Current law requires the State Energy Resources Conservation and Development Commission, beginning November 1, 2003, and biennially thereafter, to adopt an integrated energy policy report that contains an overview of major energy trends and issues facing the state, presents policy recommendations based on an in-depth and integrated analysis of the most current and pressing energy issues facing the state, and includes an assessment and forecast of system reliability and the need for resource additions, efficiency, and conservation, as specified. Current law also requires the commission, beginning November 1, 2004, and biennially thereafter, to prepare an energy policy review to update analyses from the integrated energy policy report or to raise energy issues that have emerged since the release of the integrated energy policy report, as specified. This bill would require the commission, as part of the 2027 edition of the integrated energy policy report, to include an assessment of the potential for using curtailed solar and wind generation to produce hydrogen, as provided.

AB 596 (Ortega, D) Elections: ballot disclosures.

Introduced: 02/13/2025

Last Amended: 09/09/2025

Status: 09/13/2025 - In Assembly. Concurrence in Senate amendments pending. Joint Rules 61(a)(14) and 51(a)(4) suspended. (Ayes 59. Noes 20. Page 3413.) Assembly Rule 63 suspended. (Page 3477.) Assembly refused to concur in Senate amendments. (Ayes 37. Noes 22. Page 3513.) Motion to reconsider made by Assembly Member Ortega.(Set for Hearing on 1/5/2025)

Calendar: 05/07/26 #5 A-MOTION TO RECONSIDER

Location: 09/13/2025 - Assembly RECONSIDERATION

Summary: Under current law, the ballot label for a statewide measure contains a condensed version of the ballot title and summary prepared by the Attorney General, including a fiscal impact summary prepared by the Legislative Analyst, followed by a listing of the names of the measure's supporters and opponents. Current law requires the Secretary of State to create an internet website or to use other available technology to consolidate information about each state ballot measure, including a list of the top 10 contributors supporting or opposing a measure, if compiled by the Fair Political Practices Commission. This bill would require the 3 largest contributors of \$100,000 or more to all committees that paid for the circulation of a statewide initiative or statewide referendum measure to also be printed on the ballot immediately following the names of the measure's supporters and opponents. The Secretary of State would be required to make a copy of the top contributors available for public examination prior to printing that information on ballots, and voters would be authorized to seek a writ of mandate requiring the identified contributors to be amended or deleted. The bill would specify words and phrases that may be left out of a top contributor's name in order to shorten the name when printed on the ballot.

AB 735 (Carrillo, D) Planning and zoning: logistics use developments: truck routes.

Introduced: 02/18/2025

Last Amended: 09/09/2025

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)

Location: 09/13/2025 - Senate 2 YEAR

Summary: This bill would clarify that a 21st century warehouse and a tier 1 21st century warehouse are required to comply with those standards as are in effect at the time that the building permit for a development of a 21st century warehouse is issued and make other clarifying changes relating to permissibility of use of conduits and electrical hookups at loading bays at those locations. The bill would revise the definition of "logistics use" and instead define "logistics use development" for these purposes to mean a building that is primarily used as a warehouse for the movement or the storage of cargo, goods, or products that are moved to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products.

AB 891 (Zbur, D) Transportation: Quick-Build Pilot Program.

Introduced: 02/19/2025

Last Amended: 06/25/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/25/2025)(May be acted upon Jan 2026)

Location: 08/25/2025 - Senate 2 YEAR

Summary: Would establish the Quick-Build Pilot Program to expedite development and implementation of low-cost improvements on the state highway system, as specified. The bill would require the Department of Transportation, on or before December 31, 2027, to develop and publish guidance for the deployment of district quick-build improvements. The bill would require the department, on or before December 31, 2028, to identify and commit to funding a minimum of 6 quick-build improvements statewide.

AB 902 (Schultz, D) Transportation projects: barriers to wildlife movement.

Introduced: 02/19/2025

Last Amended: 07/10/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Senate 2 YEAR

Summary: Current law requires the Department of Transportation (Caltrans), for any project on the state highway system in a connectivity area that adds a traffic lane or that has the potential to significantly impair wildlife connectivity, to perform an assessment, in consultation with the Department of Fish and Wildlife (DFW), to identify potential wildlife connectivity barriers and any needs for improved permeability, as specified. Current law requires the implementing agency to remediate barriers to wildlife connectivity in conjunction with the project if any structural barrier to wildlife connectivity exists or will be added by the project for target species in the connectivity area, as provided. Current law authorizes Caltrans to use compensatory mitigation credits to satisfy this requirement if DFW concurs with the use of those credits. This bill would require a lead agency to incorporate appropriate wildlife passage features into a transportation infrastructure project in a connectivity area, as specified. By requiring a lead agency to expand the scope of its transportation project, the bill would impose a state-mandated local program.

AB 911 (Carrillo, D) Emergency telecommunications medium- and heavy-duty zero-emission vehicles.

Introduced: 02/19/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/11/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

Summary: The State Air Resources Board has adopted the Advanced Clean Fleets Regulations, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles, as provided. This bill would exempt emergency telecommunications vehicles owned or purchased by emergency telecommunications service providers that are used to participate in the federal Emergency Alert System, to provide access to 911 emergency services, or to provide wireless connectivity during service outages from specified requirements in the above-described regulations.

AB 954 (Bennett, D) Interregional transportation strategic plan: bicycle highways.

Introduced: 02/20/2025

Last Amended: 06/30/2025

Status: 09/11/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 8/29/2025)(May be acted upon Jan 2026)

Location: 09/11/2025 - Senate 2 YEAR

Summary: Current law requires transportation projects included in the interregional transportation improvement program (ITIP) to be consistent with the interregional transportation strategic plan (ITSP). Current law requires the Department of Transportation to submit the ITSP to the California Transportation Commission for approval and requires the ITSP, among other things, to be directed at achieving a high functioning and balanced interregional transportation system and consistent with the California Transportation Plan. This bill would require, to the extent feasible and consistent with the California Transportation Plan, the department to assess incorporating bicycle highways into strategic interregional corridors within the ITSP.

AB 1018 (Bauer-Kahan, D) Automated decision systems.

Introduced: 02/20/2025

Last Amended: 09/05/2025

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)

Location: 09/13/2025 - Senate 2 YEAR

Summary: The California Fair Employment and Housing Act establishes the Civil Rights Department within the Business, Consumer Services, and Housing Agency and requires the department to, among other things, bring civil actions to enforce the act. Current law requires, on or before September 1, 2024, the Department of Technology to conduct, in coordination with other interagency bodies as it deems appropriate, a comprehensive inventory of all high-risk automated decision systems that have been proposed for use, development, or procurement by, or are being used, developed, or procured by, any state agency. This bill would generally regulate the development and deployment of an automated decision system (ADS) used to make consequential decisions, as defined. The bill would define "automated decision system" to mean a computational process derived from machine learning, statistical modeling, data analytics, or artificial intelligence that issues simplified output, including a score, classification, or recommendation, that is designed or used to assist or replace human discretionary decisionmaking and materially impacts natural persons. This bill would require a developer of a covered ADS, as defined, to take certain actions, including conduct impact assessments of the covered ADS and provide deployers to whom the developer transfers the covered ADS with certain information, including a high-level summary of the results of those impact assessments.

AB 1145 (Gonzalez, Jeff, R) State highways: safety: State Highway Route 74: report.

Introduced: 02/20/2025 (Spot bill)

Last Amended: 05/23/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/18/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

Summary: Would require the Department of Transportation, on or before December 31, 2027, to conduct a study on highway safety on State Highway Route 74. The bill would require the study to collect specified data over the preceding 10 years, as provided, and to develop recommendations to improve highway safety on State Highway Route 74, including recommendations on how to address enforcement facility bypassing on roadways other than State Highway Route 74, as specified. The bill would require the department to report its findings and recommendations to the Legislature on or before December 31, 2027. The bill would repeal these provisions as of January 1, 2029.

AB 1237 (McKinnor, D) Ticket sellers: event tickets: transit tickets.

Introduced: 02/21/2025

Last Amended: 05/29/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was B., P. & E.D. on 6/2/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

Summary: Would require a ticket seller or a person who resells a ticket to a sporting, musical, theatre, or any other entertainment event located at a venue with a capacity of more than 1,000 persons to also, at the time that a ticket is purchased, give the consumer the option to purchase an all-day ticket from a transit provider that offers service to the venue during the time of the event, as specified. The bill would also require the Department of Transportation to prepare a study of additional transit sales generated pursuant to these provisions and report its findings to the Legislature on or before December 31, 2032. The bill would provide that a violation of the bill's provisions do not constitute a crime.

AB 1244 (Wicks, D) California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program.

Introduced: 02/21/2025

Last Amended: 04/23/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/11/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

Summary: This bill would authorize a project, to the extent that the project is required to mitigate transportation impacts under CEQA, to satisfy the mitigation requirement by electing to contribute an amount of money, at a price per vehicle mile traveled, as determined by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for the purposes of the Transit-Oriented Development Implementation Program, as provided. The bill would require the office, on or before July 1, 2029, and at least once every 3 years thereafter, to update the price per vehicle mile traveled based on specified factors. The bill would require, upon appropriation by the Legislature, the contributions to be available to the department to fund developments located in the same region, as defined, with preference given to specified projects. The bill would require the department to, for each award, confirm the estimated reduction in vehicle miles traveled, as provided, and would require the department to post specified information on its internet website.

AB 1331 (Elhawary, D) Workplace surveillance.

Introduced: 02/21/2025

Last Amended: 09/04/2025

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)

Location: 09/13/2025 - Senate 2 YEAR

Summary: Current law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Current law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board or commission. This bill would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling workers in employee-only, employer-designated areas, as specified. The bill would provide workers with the right to leave behind workplace surveillance tools that are on their person or in their possession when entering certain employee-only areas and public bathrooms and during off-duty hours, as specified. The bill would prohibit a worker from removing or physically tampering with any component of a workplace surveillance tool that is part of or embedded in employer equipment or vehicles.

AB 1337 (Ward, D) Information Practices Act of 1977.

Introduced: 02/21/2025

Last Amended: 05/23/2025

Status: 04/27/2026 - Withdrawn from committee. Re-referred to Com. on RLS.

Location: 04/27/2026 - Senate Rules

Summary: Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of "personal information." The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

AB 1383 (McKinnor, D) Public employees' retirement benefits: safety members.

Introduced: 02/21/2025

Last Amended: 01/22/2026

Status: 01/29/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 70. Noes 2.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 01/29/2026 - Senate Rules

Summary: The California Public Employees' Pension Reform Act of 2013 (PEPRA) establishes a variety of requirements and restrictions on public employers offering defined benefit pension plans. In this regard, PEPRA restricts the amount of compensation that may be applied for purposes of calculating a defined pension benefit for a new member, as defined, by restricting it to specified percentages of the contribution and benefit base under a specified federal law with respect to old age, survivors, and disability insurance benefits. The Teachers' Retirement Law establishes the State Teachers' Retirement System (STRS) and creates the Defined Benefit Program of the State Teachers' Retirement Plan, which provides a defined benefit to members of the program, based on final compensation, creditable service, and age at retirement, subject to certain variations. This bill, on and after January 1, 2027, would require a retirement system subject to PEPRA to adjust pensionable compensation limits to be consistent with specified percentages of the contribution and benefit base under the specified federal law with respect to old age, survivors, and disability insurance benefits. The bill would require a new member of STRS to be subject to specified limits of the Teachers' Retirement Law.

AB 1421 (Wilson, D) Vehicles: Road Usage Charge Technical Advisory Committee.

Introduced: 02/21/2025

Last Amended: 01/05/2026

Status: 01/29/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 49. Noes 21.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 01/29/2026 - Senate Rules

Summary: Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Current law repeals these provisions on January 1, 2027. This bill would require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027.

AB 1557 (Papan, D) Vehicles: electric bicycles.

Introduced: 01/08/2026

Last Amended: 04/16/2026

Status: 04/22/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (April 21). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/22/2026 - Assembly Appropriations

Summary: This bill would instead define a class 1 electric bicycle as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 16 miles per hour. The bill would define a class 2 electric bicycle as a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 16 miles per hour. The bill would provide that, notwithstanding these definitions, an electric bicycle manufactured prior to January 1, 2027, that was equipped with a motor that is not capable of exceeding 750 watts of continuous power and otherwise met the legal requirements for the relevant class at the time of manufacture shall retain its classification.

AB 1564 (Ahrens, D) Employer-employee relations: confidential communications.

Introduced: 01/12/2026

Last Amended: 02/25/2026

Status: 03/18/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (March 18). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 03/18/2026 - Assembly Appropriations

Summary: Current law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation.

AB 1569 (Davies, R) Pupil safety: electric bicycle: safety and training program.

Introduced: 01/12/2026

Last Amended: 04/13/2026

Status: 04/21/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 20). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/21/2026 - Assembly Appropriations

Summary: Would require, on or before March 1, 2028, the State Department of Education, in consultation with the Department of the California Highway Patrol, to develop a standardized electric bicycle safety and training program for pupils in grades 7 to 12, inclusive, as provided. In developing the program, the bill would authorize the State Department of Education and the Department of the California Highway Patrol to collaborate with local law enforcement agencies or local governments that have implemented electric bicycle training programs already to ensure the program reflects proven best practices. The bill would encourage local educational agencies and parent organizations to offer training demonstrations to pupils and parents on electric bicycle operations in collaboration with local law enforcement agencies or local governments, as specified.

AB 1578 (Jackson, D) State and local officials: sexual harassment training and education: anti-hate speech training.

Introduced: 01/12/2026

Last Amended: 04/06/2026

Status: 04/23/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 5.) (April 22). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/22/2026 - Assembly Appropriations

Summary: Existing law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Existing law requires an employer to include prevention of abusive conduct as a component of that training and education. This bill would additionally require, beginning on January 1, 2028, for an employer that is a state agency or local agency that the above-described training and education include, as a component of the training and education for elected officials, anti-hate speech training.

AB 1599 (Ahrens, D) Public transit: California Transit Stop Registry: transit datasets.

Introduced: 01/16/2026

Status: 03/24/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (March 23). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 03/23/2026 - Assembly Appropriations

Summary: Would require the Department of Transportation to create, on or before December 31, 2026, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available amenities, and unique identifier, as specified.

AB 1608 (Wilson, D) Office of the Inspector General, High-Speed Rail.

Introduced: 01/20/2026

Last Amended: 03/10/2026

Status: 05/05/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/05/2026 - Senate Rules

Summary: Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law creates the High-Speed Rail Authority Office of the Inspector General and authorizes the High-Speed Rail Authority Inspector General to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law authorizes the Inspector General to select, appoint, and employ officers and employees necessary to carry out the functions of the office, as specified. This bill would rename the office as the Office of the Inspector General, High-Speed Rail and revise the title of the Inspector General as the Inspector General of the High-Speed Rail. This bill would authorize the Inspector General to adopt and make use of the classifications, associated salary ranges, and other forms of compensation established or otherwise used by other state agencies identified by the Inspector General as performing comparable oversight work, as specified.

AB 1729 (Lee, D) State employment: telework programs.

Introduced: 02/05/2026

Status: 04/08/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (April 8). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/08/2026 - Assembly Appropriations

Summary: Existing law requires every state agency to develop and implement a telecommuting plan as part of its telecommuting program in work areas where telecommuting is identified as being both practical and beneficial to the organization. Existing law requires the Department of General Services to establish a unit for purposes of overseeing telecommuting programs that is required to, among other things, develop and update policy, procedures, and guidelines to assist agencies in the planning and implementation of telecommuting programs. Existing law requires the department to establish criteria for evaluating the state's telecommuting program. Existing law defines "telecommuting" for purposes of those provisions. This bill would revise and recast those provisions. The bill would replace the term "telecommuting" with "telework," as defined. The bill would also require the Department of General Services to establish a telework dashboard that displays the cost-effectiveness and efficiency benefits of state telework programs, including documenting annual savings to the state of reduced office space and operating costs.

AB 1736 (Pellerin, D) Political Reform Act of 1974: lobbyist employers: fictitious appearances.

Introduced: 02/05/2026

Status: 04/23/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 74. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 04/23/2026 - Senate Rules

Summary: The Political Reform Act of 1974 prohibits a lobbyist or lobbying firm from attempting to create a fictitious appearance of public favor or disfavor of any proposed legislative or administrative action or to cause any communication to be sent to any elected state officer, legislative official, agency official, or state candidate in the name of any fictitious person or in the name of any real person, except with the consent of the real person. The act defines "lobbyist employer" as any person, other than a lobbying firm, who employs one or more lobbyists or contracts for the services of a lobbying firm, as specified. This bill would extend the above prohibition to lobbyist employers.

AB 1786 (Harabedian, D) Public contracts: best value construction contracting for counties, cities, and the San Gabriel Valley Council of Governments.

Introduced: 02/10/2026

Last Amended: 03/12/2026

Status: 04/23/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (April 22). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/23/2026 - Assembly Appropriations

Summary: Existing law establishes a program to allow counties to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Existing law also authorizes counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Existing law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Existing law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2029. Existing law repeals the program provisions on January 1, 2030. This bill would, instead, authorize a county, city, or the San Gabriel Valley Council of Governments to select a bidder on the basis of best value, as described above, for construction projects in excess of \$500,000, would make various conforming changes to the above-described provisions, and would extend the operation of those provisions until January 1, 2040.

AB 1802 (Stefani, D) Land use: mitigation lands.

Introduced: 02/10/2026

Status: 04/23/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 10. Noes 0.) (April 22). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/23/2026 - Assembly Appropriations

Summary: The Planning and Zoning Law authorizes a state or local public agency to authorize a governmental entity, a special district, a nonprofit organization, a for-profit entity, a person, or another entity to hold title to and manage an interest in property held for mitigation purposes, subject to certain requirements. Current law authorizes a governmental entity, special district, or nonprofit organization that holds the property as described above to hold an endowment conveyed for the property, except as specified. Current law subjects the holder of an endowment to certain requirements, including that the holder certify to the project proponent or the holder of the mitigation property or a conservation easement and the local or state agency that required the endowment that it meets specified requirements. Current law repeals these provisions on January 1, 2027. This bill would delete the above repeal date, thereby extending those provisions indefinitely.

AB 1803 (Lowenthal, D) Employment: sexual harassment training and education: anti-hate speech training.

Introduced: 02/10/2026

Last Amended: 04/09/2026

Status: 05/05/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/05/2026 - Senate Rules

Summary: Existing law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Existing law requires an employer to include prevention of abusive conduct as a component of that training and education. This bill would additionally require that the above-described training and education include, as a component of the training and education, anti-hate speech training.

AB 1823 (Jackson, D) State government: State Government Strategic Planning and Performance and Review Act: strategic plans: equity.

Introduced: 02/11/2026 (Spot bill)

Last Amended: 03/19/2026

Status: 04/22/2026 - In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 04/22/2026 - Assembly APPR. SUSPENSE FILE

Summary: Existing law creates, within the Government Operations Agency, a Chief Equity Officer, who is appointed by, and serves at the pleasure of, the Governor. Existing law requires the Chief Equity Officer to improve equity and inclusion throughout state government operations and authorizes the Chief Equity Officer to engage with state entities for these purposes. The State Government Strategic Planning and Performance and Review Act requires each agency, department, office, or commission for which strategic planning efforts are recommended, as specified, to develop a strategic plan and to report to the Governor and the Joint Legislative Budget Committee by April 1 each year on the steps being taken to develop and adopt a strategic plan. The act requires the report to include a description of the elements to be included in the strategic plan, the process for developing and adopting the strategic plan, and the timetable for the plan's completion. This bill would additionally require every state agency or department subject to the Governor's authority to take specified actions in regard to any strategic plan to more effectively advance racial equity, as specified, and to undertake a racial equity analysis before implementing any budget or before any regulation takes effect, by the agency's or department's diversity, equity, and inclusion officer or comparable position.

AB 1837 (González, Mark, D) Video imaging of parking violations.

Introduced: 02/11/2026

Last Amended: 04/23/2026

Status: 04/27/2026 - Read second time. Ordered to third reading.

Calendar: *05/07/26 #41 A-THIRD READING FILE - ASSEMBLY BILLS*

Location: 04/27/2026 - Assembly THIRD READING

Summary: Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Existing law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law requires a public transit operator that implements an automated enforcement system to enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations until January 1, 2034. The bill would require that a public transit operator issue warnings for 60 days prior to issuing notices of violations when it uses video imaging for enforcement of a violation that it has not previously used video imaging to enforce.

AB 1838 (Berman, D) Public contracts: local agencies: responsive bidders.

Introduced: 02/11/2026

Last Amended: 04/06/2026

Status: 04/20/2026 - Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

Location: 04/20/2026 - Senate Rules

Summary: Would require a contractor, as a condition of submitting a bid to a local agency for a public works contract, to fully disclose any history of wage and hour violations, as specified, and provide supporting documentation, as described. The bill would authorize a contractor that fails to provide the required disclosures and supporting materials to be disqualified from the bid.

AB 1883 (Bryan, D) Workplace surveillance tools.

Introduced: 02/12/2026

Last Amended: 04/13/2026

Status: 04/29/2026 - In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 04/29/2026 - Assembly APPR. SUSPENSE FILE

Summary: Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state, the enforcement of which is not specifically vested in any other officer, board, or commission. This bill would generally regulate the use of workplace surveillance tools and an employer's use of worker data. The bill would prohibit an employer from using a workplace surveillance tool on workers for various purposes, including preventing compliance with laws or regulations, inferring information about workers engaging in a protected activity, making inferences about an individual's emotional state or based on their gait, or collecting neural data. The bill would prohibit an employer from using facial recognition technology, unless it is used strictly to open a locked device or grant access to locked or secure areas. The bill would also prohibit an employer from using a workplace surveillance tool to infer specified categories of information about a worker, including, among others, their veteran status, ancestral history, religious beliefs, or disability status.

AB 1898 (Schultz, D) Workplace artificial intelligence tools.

Introduced: 02/12/2026

Last Amended: 03/20/2026

Status: 04/29/2026 - In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 04/29/2026 - Assembly APPR. SUSPENSE FILE

Summary: Would require an employer to provide a written notice to a worker that a workplace AI tool, as defined, was used to assist the employer in making employment-related decisions or to surveil workers in the workplace. The bill would require the notice to be given to a worker within a specified time and would require the notice to contain specified information, including the specific employment-related decisions likely to be affected by the use of the workplace AI tool. The bill would require an employer to maintain an updated list of all workplace AI tools currently in use and their impact on jobs, as specified, and to provide the list to workers annually. The bill would provide for enforcement by the Labor Commissioner or a public prosecutor, and alternatively would authorize any worker who has suffered damages, or their exclusive representative, to file a civil action for damages caused by the adverse action. The bill would establish remedies and penalties for violations, including a penalty of up to \$500 for each violation.

AB 1919 (Pellerin, D) Santa Cruz Metropolitan Transit District: transactions and use tax: qualified voter initiative.

Introduced: 02/12/2026

Status: 04/23/2026 - Read second time. Ordered to third reading.

Calendar: 05/07/26 #35 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 04/23/2026 - Assembly THIRD READING

Summary: Current law provides for the establishment of the Santa Cruz Metropolitan Transit District, with specified powers and duties related to the operation of public transit services serving the County of Santa Cruz. Current law, among other things, authorizes the board of directors of the district to impose transactions and use taxes in accordance with the Transactions and Use Tax Law by an ordinance approved by the electors voting on the measure at a special election called by the board of directors for that purpose. This bill would also authorize those special taxes to be imposed by a qualified voter initiative. The bill would require the special election for a tax measure proposed by the board of directors or a qualified voter initiative to be consolidated with a statewide general election by the board of supervisors of the County of Santa Cruz and would require the tax measure to be submitted to the voters in accordance with specified elections provisions.

AB 1942 (Bauer-Kahan, D) Electric bicycles: registration and special license plates.

Introduced: 02/13/2026

Status: 04/21/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (April 20). Re-referred to Com. on APPR.

Calendar: 05/13/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/21/2026 - Assembly Appropriations

Summary: Existing law prohibits a person from driving, moving, or leaving standing upon a highway, or in an offstreet public parking facility, any motor vehicle, trailer, semitrailer, pole or pipe dolly, or logging dolly, unless it is registered and the appropriate fees have been paid, except as specified. Existing law requires the Department of Motor Vehicles, upon registering a vehicle, to issue to the owner license plates that identify the vehicles for which they are issued for the period of their validity, as specified. Existing law also requires a motorized bicycle to display a special license plate issued by the department. Existing law authorizes a city or county to adopt a bicycle licensing ordinance or resolution, authorizes the licensing agency, by ordinance or resolution, to adopt rules and regulations for the collection of license fees, as specified, and sets the fee for each new bicycle license and registration certificate at a sum of no more than \$4 per year. Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions. This bill would require class 2 electric bicycles and class 3 electric bicycles to be registered with the department and to display a special license plate issued by the department. The bill would require the department to adopt regulations to implement these requirements, and would make a person operating a class 2 or class 3 electric bicycle in violation of these requirements guilty of an infraction punishable by specified fines. By creating a new crime, the bill would impose a state-mandated local program.

AB 1944 (Lee, D) Zero-emission transit buses: axle weight.

Introduced: 02/13/2026

Status: 04/06/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 62. Noes 3.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 04/06/2026 - Senate Rules

Summary: Current law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Current law sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive.

AB 1947 (Ta, R) Surplus land.

Introduced: 02/13/2026

Status: 04/22/2026 - In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 04/22/2026 - Assembly APPR. SUSPENSE FILE

Summary: Current law requires each state agency, each year, to make a review of all proprietary state lands over which it has jurisdiction to determine what land is in excess of its foreseeable needs and report thereon to the Department of General Services, including, among other things, land that is not currently being utilized, or is currently being underutilized, by the state agency for any ongoing state program. This bill would specifically require the Department of Transportation to submit the report described above. The bill would require the report to include the market value of the properties reviewed by the agency. The bill would require the report to include land that is not currently being utilized, is currently being underutilized, or is not being used by a state agency, regardless of whether the agency is currently prepared to dispose of the land by sale or otherwise.

AB 1961 (Ahrens, D) Civil actions: protective orders: workplace violence.

Introduced: 02/13/2026

Last Amended: 04/16/2026

Status: 04/29/2026 - In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 04/29/2026 - Assembly APPR. SUSPENSE FILE

Summary: Existing law authorizes an employer or collective bargaining representative of an employee who has suffered harassment, unlawful violence, or a credible threat of violence from any individual, to seek a workplace violence restraining order on behalf of the employee and, at the discretion of the court, any number of other employees at the workplace or at other workplaces of the employer. Existing law authorizes one or more representative parties to bring suit for the benefit of a class of parties if the question is one of a common or general interest, of many persons, or when the parties are numerous, and it is impracticable to bring them all before the court. This bill would authorize an employer to seek a workplace violence restraining order on behalf of all employees at the employer's workplace or a location at which a group of employees perform their primary job duties if harassment, unlawful violence or a credible threat of violence is directed at that workplace or location.

AB 1976 (Wicks, D) Streets and highways: pedestrian and bicycle facilities.

Introduced: 02/13/2026

Last Amended: 04/27/2026

Status: 04/28/2026 - Re-referred to Com. on APPR.

Calendar: *05/13/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair*

Location: 04/23/2026 - Assembly Appropriations

Summary: Existing law grants the board of supervisors of a county general supervision, management, and control of county highways and authorizes the board of supervisors to lay out, construct, improve, and maintain county highways. This bill would prohibit a city or county from holding a community input meeting to gather input from the general public on a proposed pedestrian or bicycle safety project after the project is included in an approved plan that will be implemented as part of the circulation element of the city or county's general plan. At a public meeting where a contract is awarded for, or when county or city staff, as applicable, are directed to begin, the construction of a pedestrian or bicycle safety project, or anytime thereafter, the bill would prohibit the city or county from terminating the project unless the city or county makes specified findings at a public meeting. If a city or county establishes a process for residents of the city or county to submit a petition to request the installation of a traffic calming measure, the bill would prohibit the city or county from requiring the petition to contain the signatures of more than a majority of the total number of persons whose residences are located, in whole or in part, within 1,000 feet of the proposed traffic calming measure, as specified.

AB 2002 (Solache, D) Local government assistance: Regional Early Action Planning Fund.

Introduced: 02/17/2026

Status: 04/22/2026 - In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 04/22/2026 - Assembly APPR. SUSPENSE FILE

Summary: This bill would establish the Regional Early Action Planning Fund in the State Treasury for the purpose of providing councils of governments, regional entities, and jurisdictions with one-time funding, including grants for planning activities, to enable those entities to meet the 7th and subsequent cycles of the regional housing need assessment. The bill would require the department to allocate funds, upon appropriation by the Legislature, from the Regional Early Action Planning Fund to each council of governments or regional entity responsible for allocating regional housing need that applies and qualifies for those moneys, as specified. The bill would authorize a council of governments or regional entity to expend funds awarded for certain purposes, including for activities that support the development, improvement, or implementation of the methodology for the 7th and subsequent regional housing needs assessment cycles, and for providing jurisdictions with technical assistance, planning, temporary staffing, or consultant needs associated with updating local planning and zoning documents, as provided.

AB 2015 (Wicks, D) Department of Transportation: third-party navigation applications: study and report.

Introduced: 02/17/2026

Last Amended: 04/14/2026

Status: 04/21/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 1.) (April 20). Re-referred to Com. on APPR.

Calendar: 05/13/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/21/2026 - Assembly Appropriations

Summary: Would require the Department of Transportation, in consultation with the Transportation Agency and local authorities, to conduct a comprehensive study on the impact of third-party navigation applications on the state highway system and local street and road networks. The bill would require the study to analyze how third-party navigation applications affect congestion displacement, local infrastructure, safety metrics, and emergency response, as provided. The bill would require the department, on or before January 1, 2028, to submit the study, and a report of related policy recommendations for regulatory or legislative action to improve the alignment between third-party navigation applications and state and local traffic management goals, to the relevant fiscal and policy committees of the Legislature. The bill would repeal these provisions on January 1, 2032.

AB 2024 (Nguyen, D) Outdoor advertising displays: permits: landscaped freeways: relocation agreements.

Introduced: 02/17/2026

Last Amended: 04/06/2026

Status: 04/23/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 21. Noes 0.) (April 22). Re-referred to Com. on APPR.

Calendar: 05/13/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/22/2026 - Assembly Appropriations

Summary: The Outdoor Advertising Act prohibits a person, as defined, from placing an advertising display within the areas affected by the act without a permit. The act prohibits the Department of Transportation from denying or delaying the acceptance of a permit application for a new advertising display along a portion of a new alignment of an interstate or primary highway on the basis that the highway project has not been accepted as complete if the section of highway is open to the use of the public for vehicular travel within 1,000 feet of the location specified in the permit application. This bill would also prohibit the department from denying or delaying the review, processing, or determination of a permit application described above.

AB 2027 (Ward, D) Worker data: prohibitions: artificial intelligence.

Introduced: 02/17/2026

Last Amended: 04/09/2026

Status: 04/22/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 3.) (April 21). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/22/2026 - Assembly Appropriations

Summary: Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state, the enforcement of which is not specifically vested in any other officer, board, or commission. This bill would prohibit an employer from using a worker's personal information, as defined, to train an artificial intelligence system to replicate, automate, or replace a worker's job, and would prohibit an employer from selling, disclosing, or otherwise providing access to a worker's personal information to a third party for the purpose of training an artificial intelligence system to replicate, automate, or replace a worker's job. The bill would prohibit a vendor providing services to an employer under a contract from providing access to the personal information of an employer's worker to a third party or using the personal information of an employer's worker to train artificial intelligence, as specified. The bill would require a contract between an employer and vendor to include a requirement that the vendor implement and maintain reasonable security procedures to protect the worker's personal information from, among other things, unauthorized or illegal access. The bill would define terms for these provisions, including "employer" and "personal information." This bill contains other related provisions.

AB 2033 (Papan, D) Local Agency Public Construction Act: job order contracting: cities.

Introduced: 02/17/2026

Last Amended: 05/04/2026

Status: 05/05/2026 - Read second time. Ordered to third reading.

Calendar: *05/07/26 #74 A-THIRD READING FILE - ASSEMBLY BILLS*

Location: 05/05/2026 - Assembly THIRD READING

Summary: Existing law, the Local Agency Public Construction Act, sets forth procedures that a local agency is required to follow when procuring certain services or work. Existing law authorizes certain local agencies to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize a city to use job order contracting as a procurement method. The bill would impose a \$3,000,000 cap on awards under a single job order contract and a \$750,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various additional procedures and requirements for the use of job order contracting under this authorization.

AB 2051 (Wicks, D) Public resources: Coastal Resilience Permitting Working Group.

Introduced: 02/18/2026

Last Amended: 03/25/2026

Status: 04/29/2026 - In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 04/29/2026 - Assembly APPR. SUSPENSE FILE

Summary: Would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas. The bill would require the Coastal Resilience Permitting Working Group to consist of representatives from federal, state, and local agencies, including, among others, the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife. The bill would, on or before January 1, 2028, require the Secretary of the Natural Resources Agency to submit the Coastal Resilience Permitting Roadmap to the Governor and the relevant fiscal and policy committees of the Legislature. The bill would require, on or before April 1, 2027, the Secretary of the Natural Resources Agency, in collaboration with the California Coastal Commission, the San Francisco Bay Conservation and Development Commission, the Department of Fish and Wildlife, and the California Regional Water Quality Boards with jurisdiction over the coast and the San Francisco Bay, to convene a Coastal Resilience Permit Advisory Group to support the deliberations of the Coastal Resilience Permitting Working Group.

AB 2059 (Wilson, D) California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.

Introduced: 02/18/2026

Last Amended: 04/22/2026

Status: 04/23/2026 - Re-referred to Com. on APPR.

Calendar: *05/13/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair*

Location: 04/21/2026 - Assembly Appropriations

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Land Use and Climate Innovation to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the CEQA implementation guidelines to establish criteria for determining the significance of transportation impacts of projects within transit priority areas, and requires the criteria to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. CEQA requires the office to recommend potential metrics, including, among other metrics, vehicle miles traveled, to measure these transportation impacts. This bill would, except as provided, specify that a transportation project is presumed to have a less than significant transportation impact as determined by the vehicle-miles-traveled metric if at least 80% of the project lies within one or more nonmetropolitan counties.

AB 2064 (Sharp-Collins, D) Discrimination: criminal history.

Introduced: 02/18/2026

Last Amended: 04/09/2026

Status: 04/15/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 3.) (April 14). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/14/2026 - Assembly Appropriations

Summary: The Unruh Civil Rights Act provides that all persons within the jurisdiction of this state are entitled to full and equal accommodations in all business establishments regardless of their sex, race, color, religion, ancestry, national origin, disability, medical condition, genetic information, marital status, sexual orientation, citizenship, primary language, or immigration status. This bill would add criminal history, as defined, to the list of protected characteristics under the Unruh Civil Rights Act.

AB 2066 (Rodriguez, Celeste, D) Triggering event: pregnancy.

Introduced: 02/18/2026

Status: 04/08/2026 - In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 04/08/2026 - Assembly APPR. SUSPENSE FILE

Summary: Existing law provides for the regulation of disability insurers by the Department of Insurance. Existing law requires a health care service plan or disability insurer to allow an individual to enroll in or change their health benefit plan as a result of a specified triggering event. This bill would make pregnancy a triggering event for purposes of enrollment or changing a health benefit plan. Because a willful violation of this provision by a health care service plan would be a crime, the bill would impose a state-mandated local program.

AB 2069 (Krell, D) Sales and Use Tax Law: exemption: fairgrounds.

Introduced: 02/18/2026

Last Amended: 04/20/2026

Status: 04/28/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (April 27). Re-referred to Com. on APPR.

Calendar: 05/13/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/28/2026 - Assembly Appropriations

Summary: Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, the Fairground Act for Investment and Revitalization, on and after January 1, 2027, and before January 1, 2032, would exempt the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, tangible personal property for use in the construction, development, or ongoing operation of a qualified project, defined to mean a new development project, or new phase of an existing project, that is located on the land of a fairground, undertaken pursuant to a written agreement and approved by a governing body of a fairground, as provided.

AB 2074 (Haney, D) Regional transit hub districts: downtown housing developments.

Introduced: 02/18/2026 (Spot bill)

Last Amended: 04/09/2026

Status: 04/21/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 3.) (April 20). Re-referred to Com. on APPR.

Calendar: *05/13/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair*

Location: 04/21/2026 - Assembly Appropriations

Summary: The Planning and Zoning Law generally regulates local government zoning and approval of certain types of housing development projects. The law authorizes a development proponent to submit an application for a development that is subject to a prescribed ministerial approval process if the development complies with certain procedural requirements and satisfies specified objective planning standards. The law also requires a housing development project within a specified distance of a transit-oriented development stop to be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with specified requirements, as applicable. This bill would, by July 1, 2027, require major transit cities to designate one or more regional transit hub districts and prescribe requirements for those districts, including requiring that a district make a downtown housing development an allowable use, as specified. The bill would prescribe requirements for downtown housing developments, including requiring specified labor standards and requiring the developments to be eligible for streamlined ministerial approval, as specified. The bill would establish the Downtown Revitalization Loan Fund and continuously appropriate moneys in the fund to the California Housing Finance Agency for the purpose of making loans to applicants to develop downtown housing developments, as specified. By establishing a continuously appropriated fund, the bill would make an appropriation.

AB 2095 (Lee, D) Employment discrimination: conviction history.

Introduced: 02/18/2026

Status: 04/29/2026 - In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 04/29/2026 - Assembly APPR. SUSPENSE FILE

Summary: The California Fair Employment and Housing Act makes it an unlawful employment practice for an employer with 5 or more employees to include on any application for employment, before the employer makes a conditional offer of employment to the applicant, any question that seeks the disclosure of an applicant's conviction history, to consider the conviction history of the applicant until after the employer has made a conditional offer of employment to the applicant, or to distribute information about an arrest not followed by conviction, referral to or participation in a pretrial or posttrial diversion program, or convictions that have been sealed, dismissed, expunged, or statutorily eradicated or any conviction for which the convicted person has received a full pardon or has been issued a certificate of rehabilitation while conducting a conviction history background check in connection with an application for employment, as specified. This bill would include among those things that it is unlawful for an employer with 5 or more employees to do while conducting a conviction history background check in connection with an application for employment, asking any question that directly or indirectly seeks consent for a conviction history background check or requesting consent for or beginning a conviction history background check before providing the applicant with a list of all specific job duties of the position with which a conviction may have a direct and adverse relationship and potentially result in an adverse action, requiring a job applicant to cover the cost of a conviction history background check, or requiring any time before or after the conditional job offer, that an applicant self-disclose conviction history or provide the employer with any documentary evidence related to conviction history or rehabilitation, as specified.

AB 2099 (González, Mark, D) Advertising displays: customary maintenance.

Introduced: 02/18/2026

Status: 04/22/2026 - In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 04/22/2026 - Assembly APPR. SUSPENSE FILE

Summary: The Outdoor Advertising Act regulates placement of advertising displays adjacent to and within specified distances of highways that are part of the national system of interstate and defense highways and federal-aid highways. The act prohibits limitations on the customary maintenance of a lawfully erected advertising display within the state by any governmental entity without payment of compensation, as specified. This bill would authorize, as part of customary maintenance, an activity performed for the purpose of maintaining an advertising display in its existing physical configuration, including, but not limited to, replacing structural members and using stronger materials, as specified.

AB 2168 (Wicks, D) Active Transportation Program: guidelines.

Introduced: 02/18/2026

Last Amended: 04/13/2026

Status: 04/21/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 4.) (April 20). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/21/2026 - Assembly Appropriations

Summary: Existing law requires the California Transportation Commission to develop guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit facilities and schoolbus stops by biking and walking, as specified, and projects that will expand access to transit in underserved or rural areas.

AB 2170 (Boerner, D) California Environmental Quality Act: overburdened communities: notices and hearings: translations.

Introduced: 02/18/2026

Last Amended: 04/22/2026

Status: 04/23/2026 - Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/21/2026 - Assembly Appropriations

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law requires a lead agency to be responsible for determining whether the project is exempt from CEQA and whether an environmental impact report, negative declaration, or mitigated negative declaration is required, as provided. Existing law, for certain projects, establishes a ministerial review process with modified environmental assessment procedures, as provided. This bill, notwithstanding the above-described provisions relating to determinations by a lead agency, would require an environmental impact report, negative declaration, or mitigated negative declaration, as determined by the lead agency, for any project, except as provided, that includes the development, intensification, or substantial expansion of an industrial use if the project is located in or within 1/2 mile of an overburdened community, as defined. The bill would disqualify these projects from receiving a statutory exemption or ministerial review process.

AB 2184 (Wilson, D) Cap-and-Invest Program: nature-based climate solutions: funding.

Introduced: 02/19/2026

Last Amended: 03/26/2026

Status: 04/22/2026 - In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 04/22/2026 - Assembly APPR. SUSPENSE FILE

Summary: This bill would annually appropriate the sum of \$250,000,000 from the Greenhouse Gas Reduction Fund in the annual Budget Act each fiscal year from the 2027–2028 to the 2045–46 fiscal year, inclusive, to achieve nature-based climate solutions on natural, working, and urban lands, including \$150,000,000 to be allocated to the Natural Resources Agency to fund nature-based climate solutions, as provided, and \$100,000,000 to be allocated for nature-based climate solutions at the discretion of the Legislature, as provided. The bill would additionally appropriate, after those amounts are allocated, the sum of \$150,000,000 from the Greenhouse Gas Reduction Fund in the annual Budget Act each fiscal year from the 2027–2028 to the 2045–46 fiscal year, inclusive, to the Department of Food and Agriculture to fund sustainable agricultural practices and nature-based climate solutions, as provided.

AB 2190 (Wallis, R) Internet website accessibility.

Introduced: 02/19/2026

Last Amended: 04/23/2026

Status: 04/27/2026 - Re-referred to Com. on APPR.

Calendar: *05/13/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair*

Location: 04/22/2026 - Assembly Appropriations

Summary: This bill would grant to an entity an affirmative defense to a claim seeking statutory damages under the provisions described above on the basis of a specific accessibility barrier on the entity's internet website, as defined, if the entity provided evidence to the plaintiff demonstrating within 30 days of receiving a written prelawsuit demand from the plaintiff that either (1) the entity published a digital accessibility report on the accessibility page of its internet website disclosing the specific access barrier and updated that report to reflect remediation of the access barrier or (2) that various things were true regarding the entity's efforts to identify and remediate access barriers on its internet website, including the entity had a reasonable and good faith basis to believe that the internet website was accessible and conformed with the internet website accessibility standard, as specified.

AB 2193 (Ta, R) Autonomous vehicles.

Introduced: 02/19/2026

Last Amended: 04/08/2026

Status: 04/15/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 9. Noes 0.) (April 15). Re-referred to Com. on APPR.

Calendar: *05/13/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair*

Location: 04/15/2026 - Assembly Appropriations

Summary: Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the department to adopt regulations setting forth requirements for the submission and approval of an application, including, among other things, any testing, equipment, and performance standards the department concludes are necessary to ensure the safe operation of autonomous vehicles on public roads, as specified. Existing law authorizes a peace officer, as defined, to issue a notice of autonomous vehicle noncompliance upon observing an alleged violation of the Vehicle Code or upon observing an alleged violation of a local traffic ordinance adopted pursuant to the Vehicle Code by an autonomous vehicle while the autonomous technology is engaged. This bill would require a citation for a traffic violation by a level 4 or 5 autonomous vehicle to be issued to the manufacturer of the autonomous technology if a traffic violation was committed while either the vehicle did not have a person in the driver's seat or the vehicle had a person in the driver's seat and the autonomous technology was engaged. The bill would authorize those citations to be issued by first-class mail. The bill would require a citation to be issued to the driver of an autonomous vehicle of any level if a traffic violation was committed while there was a person in the driver's seat and the autonomous technology was not engaged.

AB 2263 (Kalra, D) Santa Clara Valley Transportation Authority: employee housing: transit-oriented joint development projects.

Introduced: 02/19/2026

Last Amended: 05/04/2026

Status: 05/05/2026 - Read second time. Ordered to third reading.

Calendar: *05/07/26 #76 A-THIRD READING FILE - ASSEMBLY BILLS*

Location: 05/05/2026 - Assembly THIRD READING

Summary: Existing law establishes the Santa Clara Valley Transportation Authority (VTA) in order to meet the public transit problems of the County of Santa Clara. Existing law authorizes VTA to purchase or otherwise acquire property for transit-oriented joint development projects, as provided. Existing law also authorizes VTA to accept moneys from, and to contract and cooperate with, any public agency to finance the acquisition and construction of transportation facilities, as specified. This bill would authorize VTA to similarly purchase or acquire property for an employee housing project, as defined, for VTA employees, as specified.

AB 2267 (Garcia, D) State bridges and overpasses: suicide prevention.

Introduced: 02/19/2026

Last Amended: 03/24/2026

Status: 04/21/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 0.) (April 20). Re-referred to Com. on APPR.

Calendar: 05/13/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/21/2026 - Assembly Appropriations

Summary: Would require the Department of Transportation to additionally develop and maintain, beginning on or before July 1, 2029, a set of preapproved suicide prevention safety-barrier designs that local governments may use to install suicide prevention barriers, as provided.

AB 2272 (Caloza, D) State contracting: subcontractors: prompt payment.

Introduced: 02/19/2026

Last Amended: 04/16/2026

Status: 04/23/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 21. Noes 0.) (April 22). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/22/2026 - Assembly Appropriations

Summary: The California Prompt Payment Act requires a state agency that acquires property or services pursuant to a contract with a business to make payment to the person or business on the date required by the contract and as specified, or be subject to a late payment penalty. Existing law requires state agencies to encourage claimants to promptly pay their subcontractors and suppliers, especially those that are small businesses. This bill would authorize a subcontractor or supplier performing work under a state contract to request payment status information from the awarding state agency regarding invoices submitted by the prime contractor, and would require a prime contractor to provide confirmation to the awarding agency, upon the agency's request, regarding payments made to subcontractors.

AB 2307 (Sanchez, R) Transportation: traffic signal synchronization pilot program: Western Riverside Council of Governments.

Introduced: 02/19/2026

Last Amended: 04/06/2026

Status: 04/14/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 16. Noes 0.) (April 13). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/13/2026 - Assembly Appropriations

Summary: Would, until January 1, 2032, authorize the Western Riverside Council of Governments, in required coordination with the Department of Transportation, to establish and administer a traffic signal synchronization pilot program for its member local agencies to evaluate a regional model for coordinating traffic signal timing between state highways and local street and road systems, as specified. The bill would require the Western Riverside Council of Governments, in coordination with the department, to evaluate the effectiveness of the pilot program, including assessing its impacts on congestion, travel time reliability, operational efficiency, and vehicle emissions and to submit, on or before January 1, 2028, a specified report to the Legislature relating to the pilot program. This bill would make legislative findings and declarations as to the necessity of a special statute for the local agencies that constitute the Western Riverside Council of Governments.

AB 2346 (Wilson, D) Vehicles: electric bicycles and speed limits.

Introduced: 02/19/2026

Last Amended: 03/26/2026

Status: 04/22/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (April 21). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/21/2026 - Assembly Appropriations

Summary: Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 1 and class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated front lamp and a rear lamp, as specified. The bill would also require manufacturers and distributors of electric bicycles to include a written description of California's electric bicycle laws with the bicycle's packaging to be provided to the consumer. The bill would also require sellers and distributors of electric bicycles to provide specified disclosures at or before the point of sale.

AB 2360 (Arambula, D) State agencies: governmental linguistics.

Introduced: 02/19/2026

Status: 04/22/2026 - In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 04/22/2026 - Assembly APPR. SUSPENSE FILE

Summary: Current law requires each department, commission, office, or other administrative agency of state government to write each document, as defined, that it produces in plain, straightforward language, avoiding technical terms as much as possible, and using a coherent and easily readable style. This bill would specify that the plain, straightforward language requirement applies to both digital and printed documents, and would define "plain language" for purposes of that provision. The bill would require each state agency, as described above, to create, adopt, and post on its internet website a plain language policy that identifies how the state agency will incorporate or strengthen plain language writing and design principles and practices.

AB 2372 (Hoover, R) Vehicles: tolls.

Introduced: 02/19/2026

Last Amended: 04/06/2026

Status: 04/14/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 16. Noes 0.) (April 13). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/13/2026 - Assembly Appropriations

Summary: Existing law provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and properly identified or marked as an authorized emergency vehicle, as specified. Existing law requires an owner or operator of a toll facility, upon the request of a private or public local emergency service provider, to enter into an agreement to establish mutually agreed-upon terms, including exemption from toll payment, for the use of the toll facility. This bill would exempt a vehicle that is not displaying an exempt license plate if it is otherwise exempted from the above-described payment and is authorized as an emergency vehicle by the Department of the California Highway Patrol.

AB 2409 (Valencia, D) Digital assets: meme coins.

Introduced: 02/20/2026

Last Amended: 04/16/2026

Status: 04/21/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 20). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/21/2026 - Assembly Appropriations

Summary: Existing law prohibits a state officer or employee from engaging in any employment, activity, or enterprise that is clearly inconsistent, incompatible, in conflict with, or inimical to their duties. Existing law also prohibits specified local agency officers or employees from engaging in any employment, activity, or enterprise for compensation that is inconsistent, incompatible, or in conflict with, or inimical to, their duties, as specified. This bill would prohibit a public officer and specified public employees, as those terms are defined, from issuing a meme coin. The bill would define "public officer" for purposes of these provisions to include a state or local elected or appointed officer, including a Member of the Legislature, or an elected or appointed member of a governmental board, commission, committee, or other body, including a governmental body that has only advisory powers. The bill would define "public employee" for these purposes to mean an employee of a state or a local government entity who has decisionmaking authority over bids and contracts for that entity.

AB 2411 (McKinnor, D) California Olympic and Paralympic Public Safety Command: agreements with state and local agencies.

Introduced: 02/20/2026

Last Amended: 04/06/2026

Status: 04/22/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 21). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/22/2026 - Assembly Appropriations

Summary: Existing law requires the Office of Emergency Services to establish the California Olympic and Paralympic Public Safety Command (COPPSC) to facilitate the planning, resourcing, management, and delivery of safety and security at the 2028 Olympic and Paralympic Games in Los Angeles. Existing law repeals provisions relating to COPPSC on January 1, 2029. Existing law requires the Commission on Peace Officer Standards and Training (POST) to adopt rules establishing minimum standards relating to physical, mental, and moral fitness that govern the recruitment of certain peace officers. Existing law requires POST to establish a certification program for certain peace officers, as provided. This bill would require COPPSC to negotiate and enter into agreements to facilitate training, mutual cooperation, sharing of information and resources, and the use of law enforcement personnel with other state and local agencies within and outside of the State of California for the purposes of ensuring public safety for the 2028 Olympic and Paralympic Games. The bill would require the agreement to, among other things, require law enforcement personnel contracted from out of state to obtain a certificate of training from the commission.

AB 2412 (Ta, R) State agencies or departments: public communications.

Introduced: 02/20/2026

Last Amended: 04/09/2026

Status: 05/05/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/05/2026 - Senate Rules

Summary: Existing law requires a state agency or department that utilizes generative artificial intelligence (GenAI) to directly communicate with a person regarding government services and benefits to ensure that those communications include a disclaimer that indicates to the person that the communication was generated by GenAI, as specified, and information describing how a person may contact a human employee of the state agency or department. This bill would instead require that disclaimer when a state agency or department communicates with the public, as specified.

AB 2413 (Ransom, D) Large-format public advertisements: public expense.

Introduced: 02/20/2026

Last Amended: 04/08/2026

Status: 04/15/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (April 15). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/15/2026 - Assembly Appropriations

Summary: The Political Reform Act of 1974 provides for the comprehensive regulation of campaign financing and activities. The act defines "mass mailing" to mean over 200 substantially similar pieces of mail, and defines "mass electronic mailing" to mean sending more than 200 substantially similar pieces of electronic mail within a calendar month. The act prohibits a mass mailing from being sent at public expense if, among other things, the mailing features an elected officer affiliated with the agency that produces or sends the mailing, or includes the name, office, photograph, or other reference to the elected officer and is prepared or sent in cooperation, consultation, coordination, or concert with the elected officer. This bill would define "large-format public advertisement" as a billboard, wrap on a bus or other public transportation vehicle, advertisement affixed to a bus stop, and other public advertisements designated by the commission by regulation that are 24 inches by 36 inches or more in size.

AB 2484 (Alvarez, D) San Diego Metropolitan Transit System: transactions and use tax: voter initiatives.

Introduced: 02/20/2026

Last Amended: 03/24/2026

Status: 04/23/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 2.) (April 22). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/23/2026 - Assembly Appropriations

Summary: The Mills-Deddeh Transit Development Act establishes the San Diego Metropolitan Transit Development Board, also known as the San Diego Metropolitan Transit System (MTS), governed by a 15-member board with specified powers and duties related to the operation of public transit services in the southern portion of the County of San Diego. The act authorizes MTS to impose a transactions and use tax of up to 0.5% for public transit purposes within its jurisdiction, or a portion of its jurisdiction, pursuant to the Transactions and Use Tax Law and subject to voter approval and various other requirements. This bill would also authorize those taxes to be imposed by a qualified voter initiative.

AB 2492 (Gabriel, D) Public safety: mega sporting events.

Introduced: 02/20/2026

Last Amended: 03/20/2026

Status: 04/21/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 21). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/21/2026 - Assembly Appropriations

Summary: Existing law requires the Office of Emergency Services to establish, and oversee the development, approval, and adoption of, the California Olympic and Paralympic Public Safety Command to facilitate the planning, resourcing, management, and delivery of safety and security at the 2028 Olympic and Paralympic Games in Los Angeles, as specified. Existing law requires the office to enter into a memorandum of understanding with the Los Angeles Organizing Committee for the 2028 Olympic and Paralympic Games, and with other necessary parties, to implement these requirements, as specified. This bill would require the office, in collaboration with the host counties and any relevant host committee or partner, to prepare for the planning, resourcing, management, and delivery of safety and security at and around certain mega sporting events or any official watch party, as specified.

AB 2505 (Carrillo, D) Electrical corporations: hydrogen refueling stations.

Introduced: 02/20/2026

Last Amended: 04/13/2026

Status: 04/14/2026 - Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/08/2026 - Assembly Appropriations

Summary: Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. Existing law requires each electrical corporation to file an advice letter for, and requires the commission to approve, a new tariff or rule that authorizes each electrical corporation to design and deploy all electrical distribution infrastructure on the utility side of the customer's meter for all customers installing separately metered infrastructure to support electric vehicle charging stations, other than those in single-family residences. This bill would require each electrical corporation, on or before April 1, 2027, to file an advice letter for, and require the commission, on or before September 1, 2027, to approve, a new tariff or rule that authorizes the electrical corporation to design, construct, own, operate, and maintain all electrical distribution and service facilities located on the utility side of a customer's meter that are necessary to provide separately metered electrical service to hydrogen refueling stations, including hydrogen refueling stations located on premises that already receive electrical service for other uses. The bill would require that the tariff or rule authorize an electrical corporation to extend utility-side electrical distribution and service facilities from the existing distribution system to a dedicated revenue meter serving a heavy-duty hydrogen refueling station that serves vehicles that are 14,001 pounds or greater and authorize the installation of a dedicated revenue meter for the hydrogen refueling station load, as provided.

AB 2512 (Valencia, D) Surplus Land Act: exemption: Angel Stadium.

Introduced: 02/20/2026

Last Amended: 03/19/2026

Status: 04/30/2026 - Read second time. Ordered to Consent Calendar.

Calendar: *05/07/26 #86 A-CONSENT CALENDAR 2ND DAY-ASSEMBLY BILLS*

Location: 04/29/2026 - Assembly CONSENT CALENDAR

Summary: Existing law requires land to be declared either surplus land or exempt surplus land, as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency's policies or procedures. Existing law establishes procedures for the disposal of surplus land, as provided. These procedures do not apply to the disposal of exempt surplus land. Existing law establishes various categories of exempt surplus land, as provided. This bill would require, if an exemption is granted to the City of Anaheim for the disposition of surplus land involving the sale or lease of Angel Stadium to the Los Angeles Angels, that any materials refer to that team as the Anaheim Angels. The bill would express the intent of the Legislature not to apply this requirement if the City of Anaheim is able to come to an agreement with the Major League Baseball team known as the Los Angeles Angels about their affiliation.

AB 2513 (Petrie-Norris, D) Wildfire: Regional Forest and Fire Capacity Program: local assistance grant program: regional landscape grants.

Introduced: 02/20/2026

Last Amended: 04/16/2026

Status: 04/29/2026 - In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 04/29/2026 - Assembly APPR. SUSPENSE FILE

Summary: Existing law requires the Wildfire and Forest Resilience Task Force, including the Natural Resources Agency, the California Environmental Protection Agency, the Office of Planning and Research, and the Department of Forestry and Fire Protection, in coordination with certain public agencies, to develop a comprehensive implementation strategy to track and ensure the achievement of the goals and key actions identified in California's Wildfire and Forest Resilience Action Plan, as provided. Existing law requires the task force, on or before March 1, 2026, and every 5 years thereafter, to update that action plan, as provided. Existing law establishes, in the Department of Conservation, a Regional Forest and Fire Capacity Program to support regional leadership to build local and regional capacity and develop, prioritize, and implement strategies and projects that create fire-adapted communities and landscapes, as provided. Existing law requires the department to, upon appropriation by the Legislature for purposes of the program, provide block grants to regional entities, as defined, to develop regional strategies that develop governance structures, identify wildfire risks, foster collaboration, and prioritize and implement projects within the region to achieve the goals of the program, as specified. Existing law authorizes the regional entities, as defined, to implement activities pursuant to this program, directly or by providing subgrants or contracts, and collaborative planning efforts with local entities to accomplish development of regional priority strategies, among other objectives. Existing law authorizes the department, department to, until July 1, 2025, to authorize advance payments of grants awarded pursuant to the program. This bill would authorize the Director of the Department of Conservation to directly award regional landscape grants to regional entities to implement the above-described regional priority strategies.

AB 2543 (Ransom, D) Emergency preparedness: direct current fast charging station sites.

Introduced: 02/20/2026 (Spot bill)

Last Amended: 04/27/2026

Status: 04/28/2026 - Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/22/2026 - Assembly Appropriations

Summary: Existing law establishes various duties and responsibilities of the State Energy Resources Conservation and Development Commission relating to energy usage in the state, including to carry out research and development into alternative sources of energy, improvements in energy generation, transmission, and siting, fuel substitution, and other topics related to energy supply, demand, public safety, ecology, and conservation that are of particular statewide importance, as provided. Existing law requires the Office of Emergency Services to include in the State Hazard Mitigation Plan an evaluation of risks from specified causes of a long-term electrical outage and, based on that analysis, requires the plan to identify cost-effective and feasible measures to lessen risks from those hazards, including, hardening the critical infrastructure of electrical utilities. This bill would require, on or before July 1, 2027, the State Energy Resources Conservation and Development Commission, in consultation with the Office of Emergency Services and the Office of Energy Infrastructure Safety, to (A) identify and evaluate emergency types during which operators of fast charging station sites should be required to maintain operations, (B) determine direct current fast charging station sites that are important to maintain during each emergency type based on specified factors, and (C) develop recommendations on how long power should be maintained during each emergency type and on requirements for station operators to ensure operability of station sites during each emergency type, as provided.

AB 2552 (Ávila Fariás, D) California Environmental Quality Act: Transit-Oriented Development Implementation Fund: contributions.

Introduced: 02/20/2026

Last Amended: 04/16/2026

Status: 04/29/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (April 29). Re-referred to Com. on APPR.

Location: 04/29/2026 - Assembly Appropriations

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. If a lead agency determines that a project will have a significant transportation impact, existing law authorizes the lead agency to mitigate the transportation impact to a less than significant level by helping to fund or otherwise facilitating housing or related infrastructure projects, including by contributing an amount, to be determined pursuant to guidance issued by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for purposes of the Transit-Oriented Development Implementation Program. Existing law makes those moneys available to the Department of Housing and Community Development, upon appropriation by the Legislature, for the purpose of awarding funding for affordable housing or related infrastructure projects under the program in accordance with specified priorities. On or before July 1, 2026, and at least once every 3 years thereafter, existing law requires the office, in consultation with other state agencies, to issue guidance related to the implementation of these provisions, as provided. This bill would authorize a lead agency for a land use project to require an applicant to contribute to the Transit-Oriented Development Implementation Fund if certain cost conditions are met and the department and the office have validated the reductions in vehicle miles traveled that are attributable to the project, as specified.

AB 2560 (Schultz, D) Climate Action Plan for Transportation Infrastructure: goals.

Introduced: 02/20/2026

Last Amended: 04/15/2026

Status: 04/21/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 3.) (April 20). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/21/2026 - Assembly Appropriations

Summary: Existing law establishes the Transportation Agency, which has the power of general supervision over specified state entities. Existing law requires the agency to develop and report on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formation in the matters of public interest related to the agency. This bill would establish specified goals for the Climate Action Plan for Transportation Infrastructure (CAPTI), consistent with state law.

AB 2569 (Hart, D) California Environmental Quality Act: natural hazards and adverse environmental conditions.

Introduced: 02/20/2026

Status: 04/29/2026 - In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 04/29/2026 - Assembly APPR. SUSPENSE FILE

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would expand those definitions to include impacts on people, as specified. The bill would additionally require the lead agency to include in the EIR a detailed statement on any significant effects that may result from locating the proposed project near, or attracting people to, existing or reasonably foreseeable natural hazards or adverse environmental conditions. Because the lead agency would be required to undertake this additional consideration, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

AB 2576 (Harabedian, D) Transit-oriented development.

Introduced: 02/20/2026

Last Amended: 04/16/2026

Status: 05/05/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/05/2026 - Senate Rules

Summary: Existing law provides that a housing development project shall be an allowed use as a transit-oriented housing development if specified conditions and requirements are met. Existing law provides that these provisions do not apply to a local agency until January 1, 2026, unless the local agency adopts an ordinance or local transit-oriented development alternative plan, as defined, deemed compliant by the Department of Housing and Community Development before July 1, 2026. Existing law specifies that, beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements referenced above that is located in a high-resource area is presumed to be in violation of specified law and immediately liable for specified penalties. Existing law specifies exclusions from the provisions described above, including a site with a historic resource designated as of January 1, 2025, on a local register. This bill would also exclude from the provisions described above, a contributing site within a historic district included on the State Historic Resources Inventory designated before January 1, 2025, and a parcel individually listed as a historical resource included on the State Historic Resources Inventory designated before January 1, 2025.

AB 2595 (Papan, D) Vehicles: electric bicycles.

Introduced: 02/20/2026

Status: 04/27/2026 - Read second time. Ordered to third reading.

Calendar: 05/07/26 #42 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 04/27/2026 - Assembly THIRD READING

Summary: Current law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a "class 1 electric bicycle" is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a "class 2 electric bicycle" is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person under 16 years of age from operating a class 3 electric bicycle. This bill, the San Mateo Electric Bicycle Safety Pilot Program, would, until January 1, 2031, authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of \$25, except as specified.

AB 2656 (Petrie-Norris, D) Public employees: notice: artificial intelligence performing service within scope of work.

Introduced: 02/20/2026

Last Amended: 04/14/2026

Status: 04/22/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 22). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/22/2026 - Assembly Appropriations

Summary: Executive Order No. N-12-23 requires specified state agencies, in collaboration with other state agencies and their workforce, to draft a report to the Governor examining the most significant, potentially beneficial use cases for deployment of generative artificial intelligence (GenAI) tools by the state. The executive order requires the report to explain the potential risks to individuals, communities, and government and state government workers, and requires the report to be regularly assessed and updated in consultation with, among others, the state government workforce or organizations that represent state government employees, as specified. Chapter 928 of the Statutes of 2024, the Generative Artificial Intelligence Accountability Act, requires specified state agencies to update the report, as needed, to respond to significant developments and to consult with specified parties, including organizations that represent state exclusive employee representatives. This bill would require certain state and local public employers to provide written notice to a recognized employee organization at least 45 days before taking an action to develop, purchase, implement, or utilize GenAI to perform a service that is within the scope of work of the job classification represented by the recognized employee organization.

AB 2717 (Caloza, D) Outdoor advertising displays: arenas: exemptions.

Introduced: 02/20/2026

Last Amended: 04/28/2026

Status: 04/29/2026 - Re-referred to Com. on APPR.

Calendar: 05/13/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/22/2026 - Assembly Appropriations

Summary: The Outdoor Advertising Act provides for the regulation by the Department of Transportation of advertising displays, as defined, within view of public highways. The act exempts from most of its provisions an advertising display used exclusively to advertise products, goods, or services that are either sold on the premises of an arena or marketed or promoted on the premises of an arena if, among other conditions, the arena has been authorized, as of January 1, 2021, by, or in accordance with, a local ordinance, including, but not limited to, a specific plan or sign district adopted in connection with the approval of the arena, as provided. The act requires an advertising display that is located on the premises of an arena and that was erected pursuant to the exemption also to be authorized by, or in accordance with, an ordinance, including, but not limited to, a specific plan or sign district, as provided. This bill would instead require, for purposes of the exemption, the arena to have been authorized, as of January 1, 2032, by, or in accordance with a local ordinance or other discretionary approval, including, but not limited to, a specific plan or sign district that benefits the arena, as specified. The bill would also limit the exemption to an arena that is fully constructed or under construction on or before January 1, 2027. The bill would instead require an advertising display that is located on the premises of an arena and that was erected pursuant to the exemption to be authorized by an ordinance or other discretionary approval, including, but not limited to, a specific plan, sign district, or conditional use permit, as specified.

AB 2788 (Committee on Transportation) Transportation: omnibus bill.

Introduced: 03/16/2026

Status: 04/21/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 20). Re-referred to Com. on APPR.

Calendar: 05/06/26 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/21/2026 - Assembly Appropriations

Summary: Existing law makes it a crime for a person to pilot a vessel through the Golden Gate and into or out of a harbor in the Bays of San Francisco, San Pablo, and Suisun, unless the person has a license as a pilot, as provided. Existing law defines "Bays of San Francisco, San Pablo, and Suisun" as all the waters of the Bay of San Francisco, Bay of San Pablo, and Bay of Suisun, and of the tributaries, ports, and harbors of those bays, including the water areas from the south end of San Francisco Bay and from the Ports of Sacramento and Stockton to the Golden Gate Bridge. Existing law requires a pilot that provides pilotage service in the Bays of San Francisco, San Pablo, and Suisun to be insured, as provided, and requires a vessel, owner, operator, or demise or bareboat charterer hiring the pilot to either defend, indemnify, and hold harmless the pilot or provide trip insurance, as provided. This bill would clarify that the Bays of San Francisco, San Pablo, and Suisun includes the Ports of Sacramento and Stockton.

ACA 7 (Jackson, D) Government preferences.

Introduced: 02/13/2025

Last Amended: 05/07/2025

Status: 02/19/2026 - Adopted and to Senate. (Ayes 54. Noes 14.) In Senate. To Com. on RLS.

Location: 02/19/2026 - Senate Rules

Summary: The California Constitution, pursuant to provisions enacted by the Proposition 209, an initiative measure adopted by the voters at the November 5, 1996, statewide general election, prohibits the state from discriminating against, or granting preferential treatment to, any individual or group on the basis of race, sex, color, ethnicity, or national origin in the operation of public employment, public education, or public contracting, as specified. This measure would, instead, limit the above prohibition to the operation of public employment, higher education admissions and enrollment, and public contracting.

ACA 12 (Wallis, R) Road usage charges: vote and voter approval requirements.

Introduced: 03/26/2025

Status: 03/27/2025 - From printer. May be heard in committee April 26.

Location: 03/26/2025 - Assembly PRINT

Summary: The California Constitution requires any change in state statute that increases the tax liability of any taxpayer to be imposed by an act passed by 2/3 of the membership of each house of the Legislature and prohibits specified taxes on real property from being so imposed. For these purposes, the California Constitution defines a "tax" as any state levy, charge, or exaction, except as described in certain exceptions. The California Constitution describes one of those exceptions as a charge imposed for entrance to or use of state property, or the purchase, rental, or lease of state property, except charges governed by a specified provision of the California Constitution. This measure, on or after its effective date, would provide that the exception described above does not include a road usage charge, as described, thereby requiring the imposition of this type of charge to be subject to the 2/3 vote requirement.

ACA 13 (DeMaio, R) Public finance: Balanced Budget Accountability Act of 2025.

Introduced: 04/22/2025

Status: 04/23/2025 - From printer. May be heard in committee May 23.

Location: 04/22/2025 - Assembly PRINT

Summary: The California Constitution generally requires appropriations from the General Fund to be enacted in a bill passed by a 2/3 vote in each house of the Legislature. Notwithstanding that requirement, the California Constitution authorizes the budget bill, other bills providing for appropriations related to the budget bill, and bills that make General Fund appropriations for the public schools, to be passed by a majority vote. This measure would repeal the exceptions to the requirement that a bill making General Fund appropriations must be passed by a 2/3 vote, thereby requiring any bill that makes General Fund appropriations to be passed by a 2/3 vote.

ACA 16 (Ellis, R) Budget bill: balanced budget: Members of the Legislature: salaries.

Introduced: 01/07/2026

Status: 01/08/2026 - From printer. May be heard in committee February 7.

Location: 01/07/2026 - Assembly PRINT

Summary: The Constitution requires the Legislature to include that revenue estimate in the budget bill. The Constitution also requires the Legislature to pass a budget bill by midnight on June 15 of each year. If that deadline is not met, the Members of the Legislature forfeit any salary or reimbursement for travel or living expenses from midnight on June 15 until the day that the budget bill is presented to the Governor. This measure would authorize the Controller, no later than 30 days after the date of the budget bill's passage, to determine that the budget bill violates the balanced budget provision. If the Controller makes that determination, the Members of the Legislature and the Governor would forfeit their salary and reimbursement for travel or living expenses from the day immediately following the date on which the Controller makes the determination until the date on which a budget bill is enacted.

SB 10 (Padilla, D) Otay Mesa East Toll Facility Act: toll revenues.

Introduced: 12/02/2024

Last Amended: 03/13/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/9/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Assembly 2 YEAR

Summary: The Otay Mesa East Toll Facility Act authorizes the San Diego Association of Governments (SANDAG) to carry out a construction project for the State Highway Route 11 corridor, including, among other things, highway improvements and international border crossing facilities, to be operated as a toll facility. Current law authorizes SANDAG to fix and revise from time to time and charge and collect tolls and other charges for entrance to or the use of the corridor, as provided. Current law authorizes toll revenues to be used for specified costs, including, among other things, payments of a cooperative tolling agreement with the federal government of Mexico. This bill would, consistent with applicable federal and state laws, authorize those toll revenues to additionally be used to assist in the maintenance of the South Bay International Boundary and Water Commission sewage treatment facility and the development of additional sanitation infrastructure projects related to the Tijuana River pursuant to an agreement with the federal government.

SB 74 (Sevarto, R) Office of Land Use and Climate Innovation: Infrastructure Gap-Fund Program.

Introduced: 01/15/2025

Last Amended: 04/07/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/2/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: Current law establishes the Office of Land Use and Climate Innovation in the Governor's office for the purpose of serving the Governor and the Governor's cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. Current law authorizes a local agency to finance infrastructure projects through various means, including by authorizing a city or county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the office, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies for the development and construction of infrastructure projects, as defined, facing unforeseen costs after starting construction. The bill would authorize the office to provide funding for up to 20% of a project's additional projected cost, as defined, after the project has started construction, subject to specified conditions, including, among other things, that the local agency has allocated existing local tax revenue for at least 45% of the initially budgeted total cost of the infrastructure project. When applying to the program, the bill would require the local agency to demonstrate challenges with completing the project on time and on budget and how the infrastructure project helps meet state and local goals, as specified.

SB 239 (Arreguin, D) Open meetings: teleconferencing: subsidiary body.

Introduced: 01/30/2025

Last Amended: 04/07/2025

Status: 01/27/2026 - Read third time. Passed. (Ayes 29. Noes 11.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 01/27/2026 - Assembly DESK

Summary: The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at each physical meeting location designated by the subsidiary body, as specified. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified.

SB 431 (Arreguin, D) Assault and battery: utility workers.

Introduced: 02/18/2025

Last Amended: 07/03/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/16/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: Would make an assault or battery committed against a utility worker, as defined, who is engaged in the performance of their duties punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of these crimes, this bill would impose a state-mandated local program.

SB 445 (Wiener, D) High-speed rail: third-party agreements, permits, and approvals: regulations.

Introduced: 02/18/2025

Last Amended: 07/17/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: Current law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Current law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified.

SB 508 (Valladares, R) California Environmental Quality Act: transportation impact mitigation.

Introduced: 02/19/2025

Last Amended: 09/09/2025

Status: 09/09/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on B. & P.

Location: 09/09/2025 - Assembly Business and Professions

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. If a lead agency determines that a project will have a significant transportation impact, current law authorizes the lead agency to mitigate the transportation impact to a less than significant level by helping to fund or otherwise facilitating housing or related infrastructure projects, including by contributing an amount, to be determined pursuant to guidance issued by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for purposes of the Transit-Oriented Development Implementation Program. Current law authorizes the deposit of those contributions into the fund beginning on or before July 1, 2026, as determined by the Department of Housing and Community Development, and makes those moneys available to the department, upon appropriation by the Legislature, for the purpose of awarding funding for affordable housing or related infrastructure projects under the program in accordance with specified priorities. On or before July 1, 2026, and at least once every 3 years thereafter, current law requires the office, in consultation with other state agencies, to issue guidance related to the implementation of these provisions, as provided. Current law makes related findings and declarations. This bill would require a contribution to the fund to be deemed full and complete mitigation for that portion of the project's significant transportation impact mitigated by the contribution to the fund and a legally sufficient mitigation measure under CEQA. The bill would authorize the deposit of those contributions into the fund beginning on the date of the issuance of the initial guidance by the office.

SB 526 (Menjivar, D) South Coast Air Quality Management District: air quality.

Introduced: 02/20/2025

Last Amended: 04/29/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 6/16/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Assembly 2 YEAR

Summary: Current law provides for the creation of the South Coast Air Quality Management District (south coast district) in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the area of the South Coast Air Basin, as specified. The south coast district has adopted the Final 2021 PM10 Maintenance Plan for the South Coast Air Basin, which includes specified air quality attainment rules, including Rule 1157 (PM10 Emission Reductions from Aggregate and Related Operations) (Rule 1157). Rule 1157 establishes performance standards and specifies operational PM10 controls for aggregate and cement operations in order to minimize particulate emissions. This bill would require the south coast district board to update Rule 1157 to improve air quality and increase data collection. The bill would require the owner or operator of a covered facility, as defined, on or before January 1, 2027, to take specified actions, including maintaining fencing around the entire property fenceline that is a specified height and maintaining open storage piles no taller than 8 feet high, as provided, if the covered facility is within 500 feet of a sensitive receptor. The bill would define a sensitive receptor to mean a residence, school, park, or hospital, among other, similar facilities. The bill would require, on and after July 1, 2027, (1) the owner or operator of a covered facility with a demonstrated history of PM10 emissions at or above the threshold limit set by the south coast district and whose property line is within 500 feet of a sensitive receptor to fully enclose the existing open storage piles and (2) the south coast district to inspect the covered facility monthly until PM10 emissions remain below threshold limits for 3 consecutive months. By imposing additional duties on a local entity, the bill would impose a state-mandated local program.

SB 545 (Cortese, D) High-speed rail: economic opportunities.

Introduced: 02/20/2025

Last Amended: 06/27/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: Would require the Governor's Office of Business and Economic Development, on or before January 1, 2027, to commission a study on economic opportunities along the corridor of the California high-speed rail project, as defined, and other high-speed rail projects in California that are planned to directly connect to the California high-speed rail project, as provided, and to submit a progress report to the chairpersons of the Senate Committee on Transportation and the Assembly Committee on Transportation for input. The bill would require, on or before January 1, 2028, the study to be completed and a report on the study's findings and recommendations to be submitted to the appropriate policy and fiscal committees of the Legislature. The bill would require an infrastructure district, as defined, that uses its revenue to finance the construction of the high-speed rail project to dedicate a majority of its revenue to infrastructure projects within the jurisdiction of the local agencies that establish the district.

SB 549 (Allen, D) Local government: Second Neighborhood Infill Finance and Transit Improvements Act: Resilient Rebuilding Authority for the Los Angeles Wildfires.

Introduced: 02/20/2025

Last Amended: 06/23/2025

Status: 09/12/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was L. GOV on 9/10/2025)(May be acted upon Jan 2026)

Location: 09/10/2025 - Assembly 2 YEAR

Summary: The Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate tax revenues of that entity to the district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if certain conditions are met, including that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district. This bill would revise NIFTI-2 to instead authorize, for resolutions adopted under that act's provisions on or after January 1, 2026, a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate property tax revenues, and to remove the authorization for adoption of a resolution that allocates revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes. The bill would also repeal the condition that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district.

SB 563 (Valladares, R) State parks: Off-highway Motor Vehicle Recreation: grants: eligible applicants.

Introduced: 02/20/2025

Last Amended: 03/26/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/2/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: The Off-Highway Motor Vehicle Recreation Act of 2003 creates the Division of Off-Highway Motor Vehicle Recreation and requires the division to develop and implement a grant and cooperative agreement program for specified purposes, including to support the planning, acquisition, development, maintenance, administration, operation, enforcement, restoration, and conservation of trails, trailheads, areas, and other facilities associated with use of off-highway motor vehicles. Under current law, eligible grant and cooperative agreement applicants include, among others, cities, counties, districts, state agencies, agencies of the United States, and federally recognized and state-recognized Native American tribes, as specified. This bill would expand eligible grant and cooperative agreement applicants to include special districts that employ sworn personnel, as provided.

SB 569 (Blakespear, D) Department of Transportation: homeless encampments.

Introduced: 02/20/2025

Last Amended: 04/21/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/16/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Assembly 2 YEAR

Summary: Current law authorizes the Department of Transportation to establish maintenance programs related to highway cleanup, as specified. This bill would require the department to establish a dedicated liaison to, among other things, facilitate communication with local governments and relevant state agencies with regard to addressing homeless encampments within the state highway system and to oversee the development and implementation of delegated maintenance agreements between local agencies and the department in which both work together to reduce and remove homeless encampments within the department's jurisdiction. The bill would authorize the department to grant a single general entry permit for the duration of a delegated maintenance agreement to conduct activities authorized by the bill. The bill would require the department to submit an annual report to the Legislature summarizing specified information and recommendations regarding homeless encampments.

SB 667 (Archuleta, D) Railroads: safety: wayside detectors.

Introduced: 02/20/2025

Last Amended: 01/22/2026

Status: 05/04/2026 - Referred to Coms. on U. & E. and TRANS.

Location: 05/04/2026 - Assembly Utilities and Energy

Summary: The Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train, require that each wayside detector system include a hot wheel bearing detector, and prescribe the maximum spacing for individual detection devices along a continuous track.

SB 677 (Wiener, D) Housing development: transit-oriented development.

Introduced: 02/21/2025

Last Amended: 01/08/2026

Status: 01/26/2026 - Read third time. Passed. (Ayes 24. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 01/26/2026 - Assembly DESK

Summary: Current law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, as provided. Among these requirements, current law establishes requirements concerning height limits, density, and residential floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided, and requires a development to meet specified labor standards that require that a specified affidavit be signed under penalty of perjury, under specified circumstances. Current law specifies that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval, as provided. Current law defines, among other terms, the term "high-frequency commuter rail" for purposes of these provisions to mean a commuter rail service operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. Current law also defines the term "Tier 2 transit-oriented development stop" for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards. This bill would revise the definition of "high-frequency commuter rail" to instead mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years.

SB 741 (Blakespear, D) Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.

Introduced: 02/21/2025

Last Amended: 04/21/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 6/5/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Assembly 2 YEAR

Summary: The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Current law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided. This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor, as provided.

SB 769 (Caballero, D) The Golden State Infrastructure Corporation Act.

Introduced: 02/21/2025

Last Amended: 07/02/2025

Status: 09/04/2025 - Ordered to inactive file on request of Assembly Member Aguiar-Curry.

Location: 09/04/2025 - Assembly INACTIVE FILE

Summary: This bill would enact the Golden State Infrastructure Corporation Act and would establish the Golden State Infrastructure Corporation, within the State Treasurer's Office, as a not-for-profit corporation for the purpose of administering the act and financing infrastructure projects. The bill would require the corporation to be governed by a board of directors, with a prescribed membership, and would require the business and affairs of the corporation to be managed by an executive director appointed by the Treasurer. This bill would prescribe the powers and duties of the corporation, including entering into financing transactions, borrowing money or issuing bonds, and setting and charging fees for obtaining financing from the corporation. Under the bill, the state would not in any way be liable for any obligation of the corporation, and the corporation would not be required to pay any taxes, except as provided.

SB 772 (Cabaldon, D) Infill Infrastructure Grant Program of 2019: applications: eligibility.

Introduced: 02/21/2025

Last Amended: 07/17/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: Existing law establishes the Infill Infrastructure Grant Program of 2019 (program), which requires the Department of Housing and Community Development, upon appropriation of funds by the Legislature, to establish and administer a grant program to allocate those funds to eligible applicants to fund capital improvement projects that are an integral part of, or necessary to facilitate the development of, a qualifying infill project, qualifying infill area, or catalytic qualifying infill area. Existing law requires the department to administer a specified competitive application process for capital improvement projects for large jurisdictions, as defined. For these purposes, existing law defines a qualifying infill project to include a residential or mixed-use residential project located within an urbanized area on a vacant site where at least 75% of the perimeter of the site adjoins parcels that are developed with urban uses. This bill would expand the definition of qualifying infill project to include a residential or mixed-use residential project located within an urbanized area on a vacant site where at least 75% of the perimeter of the site adjoins parcels that have been previously developed with urban uses.

SB 897 (Choi, R) Vehicles: abandoned vehicles.

Introduced: 01/16/2026

Status: 05/04/2026 - Referred to Com. on TRANS.

Location: 05/04/2026 - Assembly Transportation

Summary: Current law authorizes a county satisfying specified conditions to establish a service authority for the abatement of abandoned vehicles and to impose a \$1 vehicle registration fee for the abatement of abandoned vehicles. The fees imposed and the moneys received by the service authority from the Abandoned Vehicle Trust Fund, a continuously appropriated fund, can only be used for the abatement, removal, and disposal of abandoned, wrecked, dismantled, or inoperative vehicles from private or public property. The service authority is authorized to adopt an ordinance establishing procedures for the abatement, removal, and disposal, as a public nuisance, of an abandoned, wrecked, dismantled, or inoperative vehicle and for the recovery of costs. This bill, notwithstanding these provisions, would authorize the City of Laguna Woods to use the amount of abandoned vehicle abatement funds received from the fee imposed by the service authority that formerly operated in the County of Orange, and the interest accrued thereon, for purposes of enforcing provisions of this code on public highways.

SB 922 (Laird, D) Vehicles: local agency charges: use of streets or highways.

Introduced: 01/28/2026

Last Amended: 03/11/2026

Status: 03/19/2026 - Read second time. Ordered to third reading.

Calendar: 05/07/26 #17 S-SENATE BILLS -THIRD READING FILE

Location: 03/19/2026 - Senate THIRD READING

Summary: Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for an extralegal load unless the local agency had imposed the fee prior to June 1, 1989. This bill would expressly limit this prohibition to charges based on weight. The bill would also explicitly state that a fee, charge, or surcharge imposed by or for a local agency to recover the cost of street maintenance and repair and other costs associated with the use of its streets, roads, or highways to provide public services or public works is not a tax, permit fee, or other charge that is prohibited by the provision above.

SB 935 (Choi, R) Local agency design-build projects: authorization.

Introduced: 01/29/2026

Status: 05/04/2026 - Referred to Com. on L. GOV.

Location: 05/04/2026 - Assembly Local Government

Summary: Current law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of \$1,000,000, awarding the contract either to the lowest bid or the best value. Current law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing local agencies to use the design-build procurement process are repealed on January 1, 2031. This bill would repeal the above-described January 1, 2031, repeal date, thereby extending the operation of these provisions indefinitely.

SB 947 (McNerney, D) Employment: automated decision systems.

Introduced: 02/02/2026

Last Amended: 04/22/2026

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing law requires the Department of Technology to conduct, in coordination with other interagency bodies as it deems appropriate, a comprehensive inventory of all high-risk automated decision systems (ADS) that have been proposed for use, development, or procurement by, or are being used, developed, or procured by, any state agency. Existing law establishes the Labor and Workforce Development Agency, which is composed of various departments responsible for protecting and promoting the rights and interests of workers in California, including the Division of Labor Standards Enforcement, led by the Labor Commissioner, within the Department of Industrial Relations. This bill would prohibit an employer, as defined, from using an ADS to perform certain functions and would limit the purposes for and way in which an ADS may be used. The bill would authorize a worker to request, and require an employer to provide, a copy of the most recent 12 months of the worker's own data primarily used by an ADS to make a disciplinary, termination, or deactivation decision, as specified. The bill would require an employer that primarily relied upon an ADS to make a disciplinary, termination, or deactivation decision to provide the affected worker with a written postuse notice, as specified. This bill would prohibit an employer from discharging, threatening to discharge, demoting, suspending, or in any manner discriminating or retaliating against any worker for taking certain actions asserting their rights under the bill.

SB 951 (Reyes, D) Employment: technological displacement: notice.

Introduced: 02/02/2026

Last Amended: 04/22/2026

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing law establishes the Labor and Workforce Development Agency, which is composed of various departments responsible for protecting and promoting the rights and interests of workers in California, including the Division of Labor Standards Enforcement, led by the Labor Commissioner within the Department of Industrial Relations. Existing law establishes the Employment Development Department (EDD), which is administered by the Director of Employment Development. Under existing law, the Director of Employment Development is vested with specified duties, purposes, responsibilities, and jurisdiction related to job creation activity functions, among other things. This bill would establish the California Worker Technological Displacement Act, which would require an employer, as defined, to provide at least a 90-day advanced written notice, as described, before any technological displacement affecting 25 or more workers or 25 percent of the workforce, whichever is less. The bill would require an employer to provide that notice to affected workers, the EDD, and specified state and local entities. The bill would also require an employer to provide a written technology hiring disruption notice to the EDD and the local workforce investment board when it executes a technological cessation in hiring directly and primarily due to the adoption of artificial intelligence or other automating technology. The bill would impose various reporting requirements on the EDD.

SB 981 (Niello, R) Administrative regulations: standardized regulatory impact analysis: State Air Resources Board.

Introduced: 02/04/2026

Last Amended: 03/09/2026

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: The State Air Resources Board is responsible for the preparation of the state implementation plan required by the Clean Air Act, and requires the state board to adopt standards, rules, and regulations that are consistent with the state goal of providing a decent home and suitable living environment for every Californian. The Administrative Procedure Act sets forth the requirements for the adoption, publication, review, and implementation of regulations by state agencies. Existing law requires a state agency proposing to adopt, amend, or repeal a major regulation on or after November 1, 2013, to prepare a standardized regulatory impact analysis, as specified, that addresses, among other things, the competitive advantages or disadvantages for businesses currently doing business within the state and the benefits to health, safety, and welfare of the regulations. This bill would require a standardized regulatory impact analysis prepared by the State Air Resources Board to additionally address cost of living impacts on residents of the state, including, but not limited to, retail gasoline and transportation costs, consumer electric bills, consumer goods and food costs, housing and building construction costs, and costs to businesses.

SB 994 (Cabaldon, D) Local agencies: nondisclosure agreements.

Introduced: 02/05/2026

Last Amended: 04/23/2026

Status: 05/04/2026 - Set for hearing May 11.

Calendar: 05/11/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 04/22/2026 - Senate Appropriations

Summary: Existing law, the legislative code of ethics, prohibits Members of the Legislature from entering into, or requesting that another party enter into, a nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation. Existing law also makes any nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation entered into after January 1, 2026, void and unenforceable. Existing law provides an exception for nondisclosure agreements, or portions thereof, that prevent only the disclosure of trade secrets, financial information, or proprietary information, as specified. This bill would prohibit a local agency official, as defined, acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with fellow local agency officials serving on the same council, board, commission, district, or agency. The bill would require a local agency official in violation of that provision to, among other things, disclose the existence of the nondisclosure agreement, as specified, and would provide that these requirements imposed on a local agency official also apply to a local agency official acting in their official capacity who entered into, or requested that another individual enter into, a nondisclosure agreement described above before January 1, 2027.

SB 1013 (Cervantes, D) Automated license plate recognition systems.

Introduced: 02/10/2026 (Spot bill)

Last Amended: 03/25/2026

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: This bill would provide that "public agency" does not include a transportation agency, a public transit operator, or a local department of transportation or public works department, as specified. The bill would, beginning January 1, 2027, require new, updated, expansions of, or addendums of contractual agreements with ALPR vendors, manufacturers, or suppliers to mandate that no default access is provided to any national ALPR database and that an agency's collected scans are by default not accessible to any other agency, and would impose new requirements on sharing between California state law enforcement agencies. The bill would authorize a law enforcement agency to use ALPR information only for purposes of locating vehicles or persons when either are reasonably suspected of being involved in the commission of a public offense.

SB 1020 (Niello, R) State of emergency: Governor's powers and annual report.

Introduced: 02/10/2026

Last Amended: 04/27/2026

Status: 05/04/2026 - Set for hearing May 11.

Calendar: 05/11/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 04/21/2026 - Senate Appropriations

Summary: The California Emergency Services Act (CESA) authorizes the Governor to proclaim a state of emergency in an area affected by, or likely to be affected by, conditions of disaster or extreme peril to the safety of persons and property within the state if specified local officials request the proclamation or the Governor determines that local authority is inadequate to cope with the emergency. During a state of emergency, existing law confers on the Governor, to the extent the Governor deems necessary, complete authority over all agencies of the state government and the right to exercise within the area designated all police power vested in the state by the Constitution and laws of the state to effectuate the purposes of the CESA. Existing law requires the Governor, in the exercise of that authority, to promulgate, issue, and enforce orders and regulations as the Governor deems necessary. This bill would state the intent of the Legislature, in enacting the CESA, to provide flexibility for the administration to respond to emergencies, but not an alternative legislative, budget, or regulatory process. The bill would further state that, to the greatest extent possible, additional spending should be undertaken through the Legislature's budget and policy process, as defined, and changes to law or regulation should be undertaken through state legislation.

SB 1034 (McNerney, D) Vehicles: special license plates.

Introduced: 02/11/2026

Last Amended: 04/14/2026

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing law defines "disabled veteran" for purposes of the Vehicle Code as, among other things, a person who, as a result of injury or disease suffered while on active service with the Armed Forces of the United States, has a disability that has been rated at 100% by the Department of Veterans Affairs. Existing law also defines a "disabled veteran" as a veteran who is unable to move without the aid of an assistant device. Existing law defines a "disabled person" as a person who has lost, or has lost the use of, one or more lower extremities or both hands, or who has significant limitation in the use of lower extremities, or who has a diagnosed disease or disorder which substantially impairs or interferes with mobility, or who is so severely disabled as to be unable to move without the aid of an assistant device, among other conditions. This bill would expand the definition of "disabled veteran" to include a person who has a condition that meets the eligibility requirements for a disabled person, as specified above.

SB 1035 (Strickland, R) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.

Introduced: 02/11/2026

Status: 03/18/2026 - March 18 set for first hearing. Failed passage in committee. (Ayes 2. Noes 2.) Reconsideration granted.

Location: 02/18/2026 - Senate Environmental Quality

Summary: The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.

SB 1042 (Seyarto, R) Vehicle registration modernization study.

Introduced: 02/11/2026

Status: 04/20/2026 - April 20 hearing: Placed on APPR. suspense file.

Location: 04/20/2026 - Senate APPR. SUSPENSE FILE

Summary: Would request the Milton Marks "Little Hoover" Commission on California State Government Organization and Economy to conduct a study on modernizing vehicle registration in the state, including, at a minimum, an analysis of the effect of eliminating physical registration stickers, authorizing the department to issue or renew a motor vehicle registration for 2 years, and authorizing installment payments for vehicle registration. The bill would request the commission to submit a report to the Legislature on the study no later than January 1, 2028.

SB 1046 (Blakespear, D) Occupational safety: transboundary pollution.

Introduced: 02/11/2026 (Spot bill)

Last Amended: 04/09/2026

Status: 04/20/2026 - April 20 hearing: Placed on APPR. suspense file.

Location: 04/20/2026 - Senate APPR. SUSPENSE FILE

Summary: The California Occupational Safety and Health Act of 1973 exists for the purpose of assuring safe and healthful working conditions for all California workers by authorizing the enforcement of effective standards, assisting and encouraging employers to maintain safe and healthful working conditions, and providing for research, information, education, training, and enforcement in the field of occupational safety and health. Existing law establishes the Occupational Safety and Health Standards Board within the Department of Industrial Relations for the adoption of occupational safety and health standards and establishes the Division of Occupational Safety and Health in that department for the enforcement of those occupational safety and health standards, as prescribed. This bill would require the division, on or before January 1, 2030, to propose to the board for its review and adoption, a standard that protects the health and safety of employees who risk high or prolonged exposure to transboundary pollution, as defined, in outdoor occupational environments, as specified. The bill would require the board to consider identifying an exposure threshold for hydrogen sulfide at which acute or chronic health effects occur to reference in the standards and may consider exposure thresholds for other relevant pollutants.

SB 1054 (Cabaldon, D) Unemployment insurance: reporting requirements.

Introduced: 02/12/2026

Last Amended: 03/26/2026

Status: 04/13/2026 - April 13 hearing: Placed on APPR. suspense file.

Location: 04/13/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing law provides for unemployment compensation benefits for eligible individuals in the state who are unemployed through no fault of their own. Existing law requires an employer, as defined, to make contributions for unemployment insurance premiums and to file specified reports with the Director of Employment Development, including, among other reports, a report of contributions, a quarterly return, and a report of wages paid, as specified. This bill would require the Employment Development Department to work with employers to enhance the reporting of employment and earning data, as specified, and, where feasible, to align and streamline definitions and requirements for the quarterly report of wages, deploy user-friendly application programming interfaces, and implement other means to simplify reporting processes. The bill would require, beginning July 1, 2027, every employer with 10 or more employees and every individual or organization that, as an agent, reports wages on a total of 10 or more employees, as specified, to include in the report of wages, information on total monthly wage, industry, occupation, worker type, and hours worked for each employee, as provided. This bill would require the department, on or before July 1, 2027, to adopt and develop appropriate procedures for the sharing of hours worked and other necessary employment data to support employment-related verifications for initial eligibility for, and ongoing receipt of, public benefits, and to enable access to relevant wage data, as specified. The bill would require the department to work with the California Statewide Automated Welfare System (CalSAWS) to develop and implement the necessary system changes to implement the data sharing process to verify hours worked for those public benefits.

SB 1087 (Cabaldon, D) Transportation planning: sustainable communities strategies: transportation funding programs.

Introduced: 02/13/2026

Last Amended: 04/09/2026

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization.

SB 1123 (Wiener, D) Administrative Procedure Act: major regulations.

Introduced: 02/17/2026

Status: 04/27/2026 - April 27 hearing: Placed on APPR. suspense file.

Location: 04/27/2026 - Senate APPR. SUSPENSE FILE

Summary: The Administrative Procedure Act requires a state agency proposing to adopt, amend, or repeal an administrative regulation to assess the potential for adverse economic impact on California business enterprises and individuals and avoid the imposition of unnecessary or unreasonable regulations or reporting, recordkeeping, or compliance requirements. The act requires a state agency proposing to adopt, amend, or repeal a major regulation to satisfy additional requirements, including by requiring the state agency to prepare a standardized regulatory impact analysis in the manner prescribed by the Department of Finance, as specified, and requires the analysis to address certain items, including the creation or elimination of jobs within the state and the competitive advantages or disadvantages for businesses currently doing business within the state. This bill would require an agency, in estimating the economic impact of adopting, amending, or repealing a regulation, to identify and calculate any offsetting benefits, impacts, or savings that might result directly or indirectly from that adoption, amendment, or repeal and factor those benefits, impacts, or savings into its economic impact estimate.

SB 1136 (Blakespear, D) Intercity rail and commuter rail: special events service plans: fare system integration.

Introduced: 02/17/2026

Last Amended: 04/06/2026

Status: 04/27/2026 - April 27 hearing: Placed on APPR. suspense file.

Location: 04/27/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing law sets forth various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would require, on or before July 1, 2027, a regional rail operator, as defined, operating within an intercity rail corridor to ensure that its fare systems are fully integrated with the fare systems of the intercity rail operator, and any other regional rail operator, operating in the intercity rail corridor.

SB 1149 (Durazo, D) Employees: bereavement leave.

Introduced: 02/18/2026

Last Amended: 03/26/2026

Status: 04/20/2026 - April 20 hearing: Placed on APPR. suspense file.

Location: 04/20/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing law makes it an unlawful employment practice for an employer to refuse to grant a request by any employee to take up to 5 days of bereavement leave upon the death of a family member, as defined, to refuse to hire, or to discharge, demote, fine, suspend, expel, or discriminate against, an individual because of the individual's exercise of the right to bereavement leave or because of the individual's giving information or testimony as to their own or another person's bereavement leave, or to interfere with, restrain, or deny the exercise of, or the attempt to exercise, any of these rights, as specified. This bill would include a designated person identified by the employee, as specified, in the definition of "family member" and authorize an employer to limit an employee to one designated person per 12-month period for purposes of these provisions relating to bereavement leave.

SB 1159 (Cabaldon, D) Artificial intelligence: transparency and governance.

Introduced: 02/18/2026

Last Amended: 03/25/2026

Status: 05/04/2026 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/04/2026 - Assembly DESK

Summary: The California Constitution provides that people have the right of access to information concerning the conduct of the people's business. Various provisions of existing law, including the California Public Records Act, the Bagley-Keene Open Meeting Act, and the Ralph M. Brown Act, provide, with some exceptions, for public access to government records and meetings of government bodies. Among those acts, the California Public Records Act defines "person" to include any natural person, corporation, partnership, limited liability company, firm, or association. This bill would specify that, for purposes of the California Public Records Act, the Bagley-Keene Open Meeting Act, the Ralph M. Brown Act, the Political Reform Act of 1974, the Administrative Procedure Act, and the California Environmental Quality Act (CEQA), "person," "interested person," "participant," "member of the public," as applicable, and any other similar terms under each act referring to those who may engage with governmental agencies, do not include artificial intelligence, as defined, systems, autonomous agents, robots, or other nonhuman entities, whether physical or digital. The bill would make findings and declarations related to these provisions.

SB 1167 (Blakespear, D) Vehicles: electric bicycles.

Introduced: 02/18/2026

Last Amended: 04/09/2026

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Existing law classifies electric bicycles into 3 classes with different restrictions for various purposes, and requires, among other things, a class 3 electric bicycle to be equipped with a speedometer. Existing law prohibits certain vehicles that do not meet the definition of an electric bicycle from being advertised, sold, offered for sale, or labeled as an electric bicycle, as specified. This bill would amend the type of vehicles that are prohibited from being advertised, sold, offered for sale, or labeled as electric bicycles, including, among others, motor-driven cycles and mopeds. The bill would additionally make a violation of this provision a misleading statement for purposes of unfair competition and false advertising provisions of the Business and Professions Code.

SB 1172 (Hurtado, D) Bradley-Burns Uniform Local Sales and Use Tax Law: tax sharing agreements.

Introduced: 02/18/2026

Last Amended: 04/23/2026

Status: 04/28/2026 - Read second time. Ordered to third reading.

Calendar: *05/07/26 #52 S-SENATE BILLS -THIRD READING FILE*

Location: 04/28/2026 - Senate THIRD READING

Summary: Existing law prohibits a local agency from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of any tax revenue resulting from the imposition of a sales and use tax under the Bradley-Burns Uniform Local Sales and Use Tax Law to any person for any purpose when the agreement results in a reduction in the amount of revenue under the Bradley-Burns Uniform Local Sales and Use Tax Law that, in the absence of the agreement, would be received by another local agency and the retailer continues to maintain a physical presence within the territorial jurisdiction of that other local agency. Existing law also requires a local agency entering into an agreement that results in a reduction of the amount of revenue under the Bradley-Burns Uniform Local Sales and Use Tax Law that, in the absence of the agreement, would be received by another local agency to take certain actions with respect to that agreement, including posting the proposed agreement on its internet website for at least 30 days prior to ratification or approval of that agreement by its governing body. This bill would prohibit a person from paying compensation to a consultant with respect to a specific tax sharing agreement, as defined, that exceeds the lower of 5% of the total tax revenues shared pursuant to the tax sharing agreement and \$250,000. The bill would define a tax sharing agreement for this purpose to mean any agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of any tax revenue resulting from the imposition of a sales and use tax under the Bradley-Burns Uniform Local Sales and Use Tax Law to any person for any purpose.

SB 1174 (Valladares, R) Public contracts: Department of Transportation: bid preferences: employee stock ownership plans.

Introduced: 02/18/2026

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: Current law authorizes the Department of Transportation to enter into any contracts required for the performance of its duties, as provided. Existing law establishes bid preferences in public contracting for certain types of bidders, including, but not limited to, small business and microbusiness bidders. This bill would, on and after January 1, 2028, require the department to provide certain bid preferences to a contractor with an employee stock ownership plan (ESOP) that bids on a state-funded construction contract, as specified. The bill would make it unlawful for a person or contractor to engage in specified behaviors related to the fraudulent obtaining or retaining of an ESOP bid preference and would subject a person or contractor engaged in those behaviors to a suspension from bidding on or participating in any contract with the department for certain periods and specified civil penalties.

SB 1175 (Rubio, D) Lobbyist registration and termination.

Introduced: 02/18/2026

Last Amended: 03/24/2026

Status: 04/08/2026 - Read second time. Ordered to third reading.

Calendar: *05/07/26 #19 S-SENATE BILLS -THIRD READING FILE*

Location: 04/08/2026 - Senate THIRD READING

Summary: The Political Reform Act of 1974 requires individual lobbyists to prepare certifications, as specified, for filing with the Secretary of State. If any change occurs in the information contained in a lobbyist certification, or if a lobbyist terminates all activity that required certification, existing law requires the lobbyist to submit an amended certification or notice of termination to the lobbyist's lobbying firm or lobbyist employer for filing with the Secretary of State within specified timelines. This bill would instead require the lobbyist to submit the amended certification or notice of termination directly to the Secretary of State.

SB 1177 (Cortese, D) High-Speed Rail Authority: project update report.

Introduced: 02/18/2026

Status: 04/21/2026 - Read second time. Ordered to third reading.

Calendar: 05/07/26 #33 S-SENATE BILLS -THIRD READING FILE

Location: 04/21/2026 - Senate THIRD READING

Summary: The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Current law requires the authority to biennially provide a project update report to the Legislature on the development and implementation of intercity high-speed train service. Current law requires the project update report to include, among other things, the baseline budget for all project phase costs, by segment or contract, and a comparison of the current and projected work schedule and the baseline schedule contained in the California High-Speed Rail Program Revised 2012 Business Plan. This bill would additionally require the project update report to include (1) an explanation of the assumptions used for financing methods calculations, (2) a comparison of the current and projected work schedule to projected schedules in previous project update reports, (3) an analysis of potential ancillary revenue sources, and (4) a comparison and benchmarking of cost, scope, and timeline to international high-speed rail projects.

SB 1187 (Durazo, D) Open meetings: majority.

Introduced: 02/19/2026

Status: 04/30/2026 - Read second time. Ordered to consent calendar.

Calendar: 05/07/26 #105 S-CONSENT CALENDAR SECOND LEGISLATIVE DAY

Location: 04/29/2026 - Senate CONSENT CALENDAR

Summary: Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Existing law defines "meetings" for these purposes to mean any congregation of a majority of the members of a legislative body at the same time and location, as specified, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body. This bill would define "majority" for purposes of the act to mean the number of members of the legislative body equaling more than half of the total number of seats on the legislative body. The bill would specify that if a seat on the legislative body is vacant, that seat is to still be counted as a seat on the legislative body. This bill contains other related provisions and other existing laws.

SB 1205 (Valladares, R) Public contracts: retention: architecture or engineering services.

Introduced: 02/19/2026

Last Amended: 04/09/2026

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing law imposes various requirements regarding the formation, content, and enforcement of public works contracts. Existing law generally requires that retention proceeds withheld from payment by a public entity be released within 60 days after the date of completion of the work of improvement, except as specified in case of a dispute. Existing law limits the allowable amount of retention proceeds withheld in a contract between a public entity and the original contractor, a contract between the original contractor and a subcontractor, and a contract between subcontractors, as specified. Existing law defines "public entity" differently for these various purposes. This bill would prohibit any retention payments from exceeding 5% of the payment for contracts under design-bid-build, and amendments thereto, entered into on or after January 1, 2027, directly between a public entity and an individual or legal entity permitted by law to practice the profession of architecture or engineering.

SB 1213 (Reyes, D) Zero- and near-zero-emission medium- and heavy-duty vehicles: incentives: transparency.

Introduced: 02/19/2026

Last Amended: 03/25/2026

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing law establishes the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, to be administered by the State Air Resources Board in conjunction with the State Energy Resources Conservation and Development Commission (Energy Commission). The program funds eligible projects, including, among others, projects for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology, including projects that help to facilitate clean goods movement corridors. Existing law establishes the Clean Transportation Program, administered by the Energy Commission, to provide, among other things, competitive grants and revolving loans to specified entities for those entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. This bill would require, within the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, the state board and the Energy Commission, beginning January 1, 2027, to condition the inclusion of any medium- or heavy-duty vehicle model in specified incentive programs, including the Clean Transportation Program, on the receipt of the pricing data specified below. used vehicles.

SB 1225 (Niello, R) Initiative and referendum measures: title and summary.

Introduced: 02/19/2026

Last Amended: 04/09/2026

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing law requires the Attorney General, upon receipt of the text of a proposed initiative or referendum measure, to prepare a circulating title and summary of the chief purposes and points of the proposed measure that includes an estimate of the financial impact of the proposed measure. Existing law requires the Attorney General to prepare a ballot title and summary for each measure that the Secretary of State determines will appear on the ballot at a statewide election. This bill would instead require the Legislative Analyst to carry out these responsibilities. The bill would make the operation of this requirement contingent upon approval by the voters of SCA 3 of the 2025–26 Regular Session.

SB 1228 (Rubio, D) Advertising displays: exemptions: redevelopment agency projects.

Introduced: 02/19/2026

Last Amended: 03/25/2026

Status: 04/28/2026 - Read second time. Ordered to third reading.

Calendar: 05/07/26 #47 S-SENATE BILLS -THIRD READING FILE

Location: 04/28/2026 - Senate THIRD READING

Summary: The Outdoor Advertising Act prohibits, except as provided, placing or maintaining an advertising display on property adjacent to a portion of a freeway that has a specified coverage area of landscaping or trees at the same or elevated grade of the main-traveled way, as provided. The act does not prohibit a city, county, or city and county from designating the districts or zones in which an advertising display may be placed or prohibited as part of a land use or zoning ordinance. The act also does not prohibit a local governmental entity from entering into an agreement to relocate an advertising display for any purpose. This bill would exempt certain advertising displays developed within the boundary limits of, and as part of, an individual redevelopment agency project from the prohibition on placing or maintaining an advertising display on property adjacent to a portion of a freeway that has landscaping or trees, a city, county, or city and county's land use or zoning ordinance, and a local governmental entity's relocation agreement, as those are described above.

SB 1241 (Smallwood-Cuevas, D) Skilled and trained workforce requirements.

Introduced: 02/19/2026

Last Amended: 03/26/2026

Status: 04/13/2026 - April 13 hearing: Placed on APPR. suspense file.

Location: 04/13/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing law establishes requirements with respect to public contracts that apply when a public entity is required by statute or regulation to obtain an enforceable commitment that a bidder, contractor, or other entity will use a skilled and trained workforce to complete a contract or project, as specified. Existing law requires a public entity subject to skilled and trained workforce requirements to include a specified notice in all bid documents. Existing law specifies that a failure of a public entity to include the required notice that a project is subject to the skilled and trained workforce requirement does not excuse a public entity from those requirements. This bill would expand the circumstances under which those requirements apply to specified instruments and laws, including development agreements and resolutions, as provided. The bill would make various technical and conforming changes.

SB 1248 (Cabaldon, D) State agencies: automated decision systems.

Introduced: 02/19/2026

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: This bill would impose certain restrictions on the use of an automated decision system by a state agency to confer services, defined as, among other things, the issuance of professional licenses and provision of public benefits. Among the restrictions, the bill would include a prohibition on using an output from the system as the sole basis for an adverse service determination affecting a natural person, except as specified. The bill would require the state agency to verify the accuracy of the system's outputs and to promote nondiscrimination in its use, as specified. The bill would require the director or designee of a state agency to provide for quality control review of the outputs, as specified, to assure acceptable accuracy. This bill contains other related provisions and other existing laws.

SB 1250 (Cortese, D) State highway system: wildlife connectivity.

Introduced: 02/19/2026

Last Amended: 03/26/2026

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing law requires Department of Transportation (Caltrans), in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program. Existing law requires the commission, in connection with the plan, to adopt targets and performance measures reflecting state transportation goals and objectives. This bill would require the targets and performance measures adopted by the commission to include targets and performance measures reflecting state transportation goals and objectives for wildlife connectivity assets that reflect the need for new assets and conditions of existing assets that improve or maintain the connectivity of wildlife crossings. The bill would require Caltrans to include wildlife connectivity assets in the asset management plan.

SB 1256 (Jones, R) Subdivision Map Act: action or proceeding.

Introduced: 02/19/2026

Last Amended: 04/30/2026

Status: 04/30/2026 - Read second time and amended. Ordered to third reading. (Amended text released 5/1/2026)

Calendar: 05/07/26 #66 S-SENATE BILLS -THIRD READING FILE

Location: 04/30/2026 - Senate THIRD READING

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires that an action or proceeding to attack, review, set aside, void, or annul specified acts or decisions of a public agency on the grounds of noncompliance with CEQA be commenced in accordance with specified timeframes. Existing law, the Subdivision Map Act, vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps, and the modification thereof. The act requires an action or proceeding against a decision of a local agency taken pursuant to that act to be commenced within a certain time period, as specified. This bill would prohibit an action or proceeding to enforce the Subdivision Map Act from being maintained, if certain criteria exist, including that the action or proceeding to enforce the Subdivision Map Act includes substantially similar claims or issues to claims or issues raised in an action or proceeding to enforce CEQA and the defendant in the action or proceeding to enforce the Subdivision Map Act was the defendant in the action or proceeding to enforce CEQA. The bill would provide that its provisions do not prohibit the filing of timely objections to an agency's return to a writ seeking to enforce its specific mandates or timely filing of a separate action relating to the same project, as specified.

SB 1266 (Stern, D) Crimes: theft.

Introduced: 02/19/2026

Last Amended: 04/23/2026

Status: 05/04/2026 - Set for hearing May 11.

Calendar: 05/11/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 04/22/2026 - Senate Appropriations

Summary: Under existing law, it is grand theft to steal, take, or carry away copper materials of another valued at more than \$950. This bill would require, for the purposes of this provision, value to be calculated as the full cost to the victim to repair and replace the stolen materials, including labor and equipment, rather than the fair market scrap value.

SB 1275 (McNerney, D) Sales and use tax exemption: vehicle license fee imposition: motor vehicles.

Introduced: 02/20/2026

Last Amended: 04/09/2026

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, on and after July 1, 2027, and before July 1, 2032, exempt from those taxes the gross receipts from the sale of, and the storage, use, or other consumption of a used motor vehicle sold by specified dealers or their affiliates or a new motor vehicle.

SB 1282 (Becker, D) Transportation electrification: grid-integrated vehicle technologies: standards.

Introduced: 02/20/2026

Last Amended: 04/28/2026

Status: 05/04/2026 - Set for hearing May 11.

Calendar: 05/11/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 04/21/2026 - Senate Appropriations

Summary: Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), in consultation with the Public Utilities Commission (PUC), to develop uptime recordkeeping and reporting standards for electric vehicle chargers and charging stations. This bill would require the Energy Commission, on or before December 31, 2028, to conduct and publish on its internet website an assessment of, among other things, the electrical grid energy supply, reliability, and cost implications associated with the state's transition to 100% renewable and zero-carbon energy sources and the target level of grid-integrated vehicle technology vehicle use and grid-integrated charging technology-enabled vehicle use necessary to address those needs, as provided. The bill would require the Energy Commission, on or before December 31, 2029, to adopt and implement standards, in consultation with the State Air Resources Board, the PUC, and other relevant local and state agencies, for grid-integrated vehicle technology and associated grid-integrated charging technology of new vehicles, as provided. The bill would require that these standards establish requirements for on-road vehicles of any weight class sold within the state to incorporate grid-integrated vehicle technology and grid-integrated charging technology to achieve those targets, except as specified, and include specified provisions relating to, among other things, classes and types of grid-integrated vehicle technologies that can satisfy those requirements and alternative compliance mechanisms, as provided. The bill would exempt specified types of vehicles from these requirements adopted by the Energy Commission, including, among others, authorized emergency vehicles, as provided.

SB 1287 (Hurtado, D) Personal Income Tax Law: Corporation Tax Law: credits: shortline railroad expenditures and railroad infrastructure.

Introduced: 02/20/2026

Last Amended: 04/09/2026

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, the Shortline Railroad Modernization Act of 2026, would allow credits against those taxes for each taxable year beginning on or after January 1, 2027, and before January 1, 2032, to a qualified taxpayer in an amount equal to 50% of the qualified shortline railroad expenditures and for each taxable year beginning on or after January 1, 2028, and before January 1, 2033, in an amount equal to 50% of the qualified new rail infrastructure expenditures, as defined and specified.

SB 1292 (Richardson, D) Enhanced curb management system.

Introduced: 02/20/2026

Last Amended: 04/22/2026

Status: 05/05/2026 - Read second time. Ordered to third reading.

Calendar: 05/07/26 #83 S-SENATE BILLS -THIRD READING FILE

Location: 05/05/2026 - Senate THIRD READING

Summary: This bill would authorize, until January 1, 2032, the City of Los Angeles, Santa Monica, West Hollywood, Inglewood, San Diego, or Long Beach, or the city parking enforcement authority within those cities, to establish an enhanced curb management system that records images of vehicles for the purpose of enforcing parking violations or automating parking payments if certain requirements are met. The bill would require the governing body of the participating city to adopt a public ordinance or resolution that would authorize the use of a system in specified locations, including, among others, passenger loading zones and smart loading zones. The bill would require a participating city that automates parking payments by charging vehicles a fee for access to outline the fee, and any adjusted rates, in an ordinance or resolution.

SB 1293 (Alvarado-Gil, R) State highways: projects: notice.

Introduced: 02/20/2026

Last Amended: 04/06/2026

Status: 04/27/2026 - April 27 hearing: Placed on APPR. suspense file.

Location: 04/27/2026 - Senate APPR. SUSPENSE FILE

Summary: Would require the Department of Transportation to provide written notice of certain construction or maintenance projects within the right-of-way of a state highway in a county with a population of 60,000 people or fewer to a person who resides in, or a business that is located within, 5 miles of the project limits, as specified. The bill would also require the department to place the notice on its internet website.

SB 1319 (Durazo, D) California Public Records Act: public investment funds.

Introduced: 02/20/2026

Last Amended: 04/15/2026

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: The California Public Records Act (act) requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. The act exempts from disclosure certain records regarding alternative investments in which public investment funds invest, including records containing information regarding the portfolio positions in which alternative investment funds invest. The act, however, requires certain information contained in those records to be disclosed, including, among other things, the name, address, and vintage year of each alternative investment vehicle. The act defines various terms for these purposes. This bill would additionally require the disclosure of certain additional information, including, among other things, the name of each general partner or manager of each alternative investment vehicle and of each person with a direct or indirect interest in the general partner or manager. The bill would except this information contained in those records subject to disclosure, as provided, from the records containing information regarding the portfolio positions described above that are exempt from disclosure.

SB 1324 (Blakespear, D) Passenger and freight rail: LOSSAN Rail Corridor: working group report.

Introduced: 02/20/2026

Last Amended: 03/23/2026

Status: 04/30/2026 - Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly.

Location: 04/30/2026 - Assembly DESK

Summary: Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. Existing law requires the Secretary of Transportation to convene a working group composed of representatives of certain types of entities, including, among others, representatives from county transportation commissions and metropolitan planning organizations from specified counties. Existing law requires the working group to submit consensus recommendations and feedback in a report to the Legislature on or before February 1, 2026, on various topics relating to rail service in the LOSSAN Rail Corridor. This bill would instead require the working group to submit this report to the Legislature on or before February 1, 2027.

SB 1326 (Wahab, D) California Environmental Quality Act: tribal cultural resources: mitigation measures.

Introduced: 02/20/2026

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would modify the definition of tribal cultural resource to, among other things, include a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is identified by the Native American Heritage Commission as a sacred place, as provided, or included in a local tribal register.

SB 1337 (Richardson, D) Interagency Working Group on Transportation Fuels Transition Strategy.

Introduced: 02/20/2026

Last Amended: 04/13/2026

Status: 04/27/2026 - April 27 hearing: Placed on APPR. suspense file.

Location: 04/27/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing law establishes the Division of Petroleum Market Oversight to, among other things, provide independent oversight and analysis of the transportation fuels market for the protection of consumers by identifying market design flaws, market power abuses, and any other manner by which market participants act to harm competition or act contrary to the best interests of the consumers in the state. Existing law requires the director of the division, when requested, to appear before the appropriate policy committees of the Legislature to provide an update on the division's performance as compared to its objectives, the status of competition in the transportation fuels markets, and other information the committees request. This bill would establish the Interagency Working Group on Transportation Fuels Transition Strategy, which would be led by the State Energy Resources Conservation and Development Commission and consist of various entities, to develop priority policies and programs informed by a specified plan and assessment and strengthen coordination and communication regarding policies and regulations across state, regional, and local authorities, communities, and stakeholders in order to inform transportation fuels policy development and implementation, as provided.

SB 1361 (Durazo, D) Transit-oriented housing developments: local governments: transit agencies and projects.

Introduced: 02/20/2026

Last Amended: 04/30/2026

Status: 04/30/2026 - Read second time and amended. Ordered to third reading. (Amended text released 5/1/2026)

Calendar: 05/07/26 #67 S-SENATE BILLS -THIRD READING FILE

Location: 04/30/2026 - Senate THIRD READING

Summary: Existing law requires a housing development project to be an allowed use as a transit-oriented housing development if certain requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency takes specified actions. Existing law defines various terms for these purposes. Existing law prohibits a local government from adopting any requirement that applies to a project solely or partially on the basis that the project is seeking approval as a transit-oriented housing development, as specified. This bill would additionally prohibit a local government with an existing or planned transit-oriented development stop from taking specified actions with respect to transit agencies and transit projects.

SB 1375 (Cortese, D) California Environmental Quality Act: exemption: urban intermodal rail station project.

Introduced: 02/20/2026

Last Amended: 04/16/2026

Status: 05/04/2026 - Set for hearing May 11.

Calendar: 05/11/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 04/21/2026 - Senate Appropriations

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law exempts from CEQA a public project for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be exclusively used by zero-emission trains or specified rolling stock or locomotives, as provided. This bill would exempt from CEQA a public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail services converge that meets specified conditions, including, among other requirements, a requirement for compliance with various environmental laws and for the adoption of a plan for how any displacement from the project will be fully addressed, as provided. Because a lead agency would be required to determine the applicability of this exemption, the bill would impose a state-mandated local program.

SB 1382 (Alvarado-Gil, R) Department of Transportation: mountain passes: openings.

Introduced: 02/20/2026

Last Amended: 04/06/2026

Status: 04/27/2026 - April 27 hearing: Placed on APPR. suspense file.

Location: 04/27/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing law requires the Department of Transportation, on or before July 1, 1992, to adopt and implement a deicing policy for state highways, as specified. Existing law specifically requires the department to remove snow from a specified portion of Interstate Route 80, as specified. This bill would require, on or before April 1 of each year, the department, to the extent feasible, to notify an affected local official of the department's proposed schedule for opening a mountain pass, as defined. The bill would require the department to develop a public outreach plan to inform the public about the closing and opening of a mountain pass, as specified.

SB 1388 (Durazo, D) Local agencies: improvement and maintenance of natural habitat.

Introduced: 02/20/2026

Status: 04/30/2026 - Read second time. Ordered to consent calendar.

Calendar: *05/07/26 #106 S-CONSENT CALENDAR SECOND LEGISLATIVE DAY*

Location: 04/29/2026 - Senate CONSENT CALENDAR

Summary: Existing law authorizes a local agency to, as specified, establish a district to provide for the improvement or maintenance of natural habitat. Existing law authorizes the local agency to perform those functions or contract with the state, another local agency, or a special district to perform those functions, as specified. This bill would additionally authorize a local agency to contract with a joint powers authority to perform the above-described functions.

SB 1408 (Arreguín, D) Contra Costa Transportation Authority: transactions and use tax.

Introduced: 02/20/2026

Last Amended: 04/14/2026

Status: 04/23/2026 - Read second time. Ordered to third reading.

Calendar: *05/07/26 #43 S-SENATE BILLS -THIRD READING FILE*

Location: 04/23/2026 - Senate THIRD READING

Summary: Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. This bill would authorize, until January 1, 2045, the Contra Costa Transportation Authority to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 1% that would, in combination with other transactions and use taxes, exceed the above-described combined rate limit of 2%, if the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified.

SB 1411 (Stern, D) Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.

Introduced: 02/20/2026

Last Amended: 04/16/2026

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law requires moneys collected by the State Air Resources Board from the auction or sale of certain allowances as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and continuously appropriates a portion of the moneys in the fund for various purposes, including a specified portion to the authority for certain purposes. Existing law prohibits the authority from entering into new funding commitments with those moneys for activities outside of the Merced to Bakersfield segment, until June 30, 2030, or when that segment is fully funded, whichever is sooner. Notwithstanding that prohibition, existing law authorizes the authority to enter into new funding commitments outside of the Merced to Bakersfield segment for certain purposes, including for additional activities, not to cumulatively exceed \$500,000,000, that maximize the efficiency of delivering the project, as specified. This bill would revise and recast that authorization to instead authorize the authority to enter into new funding commitments with the above-described moneys outside of the Merced to Bakersfield segment in any amount for activities related to early works, as defined, and for projects developed through public partnership agreements or public-private partnership agreements, subject to the requirements that those funding commitments maximize the efficiency of delivering the project and do not delay the completion of the Merced to Bakersfield segment, as specified.

SB 1423 (Stern, D) Active Transportation Program: report.

Introduced: 02/20/2026

Last Amended: 04/23/2026

Status: 05/04/2026 - Set for hearing May 11.

Calendar: 05/11/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 04/21/2026 - Senate Appropriations

Summary: Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines and project selection criteria for the program and requires the guidelines to address, among other things, application timelines and application rating and ranking criteria. This bill would require the commission, on or before January 1, 2028, to conduct a study, and submit a report to the Legislature, on opportunities to improve equity, accessibility, cost-effectiveness, and the ease of application for prospective applicants for the Active Transportation Program, as specified. The bill would repeal these provisions on January 1, 2032.

SB 1424 (Archuleta, D) Sales and use taxes: zero-emission vehicle fueling.

Introduced: 02/20/2026

Last Amended: 04/23/2026

Status: 04/24/2026 - Set for hearing May 6.

Calendar: 05/06/26 S-REVENUE AND TAXATION 9:30 a.m. - State Capitol, Room 112 MCNERNEY, JERRY, Chair

Location: 04/22/2026 - Senate Revenue and Taxation

Summary: Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state of, or on the storage, use, or other consumption in this state of, tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including a partial exemption for the sale of, or the storage, use, or consumption of, certain tangible personal property purchased for use by a qualified person to be used primarily in specified manufacturing, processing, refining, fabricating, recycling, research and development, or electric power, as prescribed. Existing law prohibits an exemption under that provision unless the purchaser furnishes the retailer with an exemption certificate, completed in accordance with any instructions or regulations as the department may prescribe, and the retailer retains the exemption certificate in its records and furnishes it to the department upon request. This bill would additionally exempt, under the provision described above, from state sales and use tax laws qualified tangible personal property purchased for use by a qualified person to be used exclusively in the processing, altering, or other preparation required for converting or conditioning hydrogen or electricity for the fueling of a zero-emission vehicle, as specified. The bill would also exempt, under the provision described above, from state sales and use tax laws qualified tangible personal property purchased by a contractor for use in the performance of a construction contract for a qualified person who will use that property as an integral part of an activity listed above, as specified. By expanding the scope of the crime of perjury, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 1425 (Cortese, D) High-Speed Rail Authority: property: right-of-way.

Introduced: 02/20/2026

Last Amended: 03/25/2026

Status: 05/05/2026 - Set for hearing May 11.

Calendar: 05/11/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 04/22/2026 - Senate Appropriations

Summary: The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to acquire rights-of-way through purchase or eminent domain, as specified. This bill would establish a permit program, administered by the authority, for encroachments on the authority's rights-of-way. The bill would make any person who installs or performs an encroachment within the authority's right-of-way, without a permit, guilty of a misdemeanor. The bill would also make any person who willfully damages any feature of the high-speed train system or any portion of the authority's right-of-way guilty of a misdemeanor. The bill would provide for civil penalties for specified categories of encroachment and, unless authorized by law or an encroachment permit, would make it unlawful to manage water flows in certain ways that impact the high-speed train system or the authority's right-of-way, as specified. The bill would require all moneys, including moneys from permit fees and civil penalties, collected pursuant to its provisions to be deposited into the High-Speed Rail Property Fund. The bill would, upon appropriation by the Legislature, make the penalty moneys available to the authority for use in the development, improvement, and maintenance of the high-speed rail system, and the other moneys available for administering these provisions.

SCR 84 (Blakespear, D) California Rail Month.

Introduced: 05/19/2025

Last Amended: 03/12/2026

Status: 03/16/2026 - Read second time. Ordered to third reading.

Calendar: 05/07/26 #14 S-SENATE BILLS -THIRD READING FILE

Location: 03/16/2026 - Senate THIRD READING

Summary: Would recognize May 2026 as California Rail Month.

SCR 108 (Archuleta, D) Deputy David Piquette Memorial Highway.

Introduced: 01/08/2026

Last Amended: 04/08/2026

Status: 05/04/2026 - Referred to Com. on TRANS.

Location: 05/04/2026 - Assembly Transportation

Summary: Would designate a specified portion of State Route 91 in the County of Orange as the Deputy David Piquette Memorial Highway. The measure would request that the Department of Transportation determine the cost of appropriate signs showing this special designation and, upon receiving donations from nonstate sources sufficient to cover the cost, to erect those signs.

SCR 124 (Wiener, D) Transportation access: persons with epilepsy.

Introduced: 02/12/2026

Last Amended: 03/02/2026

Status: 04/20/2026 - Read. Adopted. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Held at Desk.

Location: 04/20/2026 - Assembly DESK

Summary: Would encourage relevant stakeholders to evaluate existing transportation programs, develop policy options, and consider pilot initiatives that improve reliable, affordable, and accessible transportation for individuals with epilepsy. The measure would also encourage coordination with federal partners and welcome the participation of advocacy groups in informing and advancing complementary state-federal strategies.



May 21, 2026

To: Legislative Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Federal Legislative Status Report

Overview

The Orange County Transportation Authority regularly updates the Legislative Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This report provides an update on federal Fiscal Year 2027 Community Project Funding and Congressionally Directed Spending requests, including coordination with the Orange County congressional delegation to advance priority transportation projects for potential inclusion in the appropriations process. The report also includes an overview of emerging policy developments related to the 900-megahertz band, which is used by a range of transportation technologies, including electronic toll collection systems.

Recommendation

Receive and file as an information item.

Discussion

Community Project Funding/Congressionally Directed Spending Requests

Similar to prior appropriations cycles, members of Congress have solicited earmark requests for federal fiscal year (FY) 2027. For context, the House of Representatives uses the term "Community Project Funding" (CPF), while the Senate uses "Congressionally Directed Spending" (CDS). Both are commonly referred to as earmarks and generally include funding designated for a specific project, entity, or geographic area. CPF and CDS requests are subject to enhanced transparency and accountability requirements, including certification by members of Congress that the project serves a public purpose and does not financially benefit the member.

For FY 2027, OCTA is continuing to coordinate with the Orange County congressional delegation to identify and advance priority projects for potential inclusion in the appropriations process. Given the expiration of advance

appropriations under the IIJA and ongoing uncertainty regarding future federal transportation funding levels, CPF and CDS requests may represent an important opportunity to secure funding for regionally significant transportation improvements.

At this time, OCTA is in the process of working with delegation offices to develop and submit project requests. The following projects have been submitted for consideration in the FY 2027 appropriations package by members:

- \$15 million for the State Route 91 East Corridor Operations Project by Representative Young Kim (R-CA). This project is a shared cost between OCTA and the Riverside County Transportation Commission (RCTC) and has been submitted as a joint request, with any funding ultimately secured to be split between OCTA and RCTC. The funding would support corridor improvements in Orange and Riverside Counties, including additional eastbound capacity and interchange upgrades, to reduce congestion and improve traffic flow along a heavily traveled corridor used by both passenger vehicles and freight.
- \$2.7 million for the Irvine Station Metrolink Rehabilitation Project by Representative Dave Min (D-CA). This project includes improvements at the Irvine Metrolink Station. These upgrades will support system reliability, safety, and ongoing state of good repair needs for rail service.
- \$3 million for the OC Loop Segment A Project by Representative Linda Sanchez (D-CA). This project would construct approximately 3.1 miles of Class I bikeway in the City of La Habra, helping close a critical gap in the 66-mile OC Loop regional trail network. The project will improve connectivity, provide safe active transportation options for residents, and enhance access to schools, parks, and surrounding communities.
- \$3 million for the PCH Bridge Replacement Project by Representative Mike Levin (D-CA). This project would replace a nearly 100-year-old rail bridge in the City of Dana Point that has reached the end of its useful life, improving structural integrity, seismic resilience, and long-term reliability. The project supports the continued safe operation of both commuter and freight rail along a critical segment of the Los Angeles – San Diego – San Luis Obispo Rail Corridor and helps prevent service disruptions while maintaining regional mobility.

This list is not yet comprehensive, as the Senators have not finalized their requests, and it does not include projects submitted by other Orange County jurisdictions, including local cities, the County of Orange, or partner agencies such as Metrolink. Although submission of a request does not guarantee funding in the final appropriations bill, these requests represent an important component of the federal funding strategy for regional transportation projects. Staff will

continue to engage with congressional offices throughout the appropriations process and will provide updates to the OCTA Board of Directors as additional information becomes available.

Potential Federal Action Affecting Tolling Technology and Infrastructure

Discussions have taken place at the Federal Communications Commission (FCC), which have created concerns about proposed changes to federally regulated radio frequencies used by transportation technologies, including electronic toll collection. Specifically, the issue involves the lower 900-megahertz (MHz) spectrum band, a portion of the airwaves that supports a wide range of existing wireless applications, including tolling systems, freight logistics, and other transportation operations. A private company, NextNav, which develops positioning, navigation, and timing technologies, has requested changes to how a portion of this spectrum is used, prompting federal review and congressional action due to potential impacts on existing systems.

NextNav has petitioned the FCC to reconfigure a portion of the 900-MHz band and significantly increase permitted power levels to support a terrestrial position, navigation, and timing network intended to complement Global Positioning System. The proposal would allow NextNav to deploy a ground-based system while also making additional spectrum capacity available for commercial wireless use. Stakeholders across the transportation sector, including tolling agencies, have raised concerns that the proposal could reduce available spectrum and introduce harmful interference to existing systems. Electronic tolling systems are particularly sensitive to potential interference, as they rely on consistent communication between roadside equipment and in-vehicle transponders. Nationally, there are an estimated 120 million tolling transponders in use. Disruption to these systems could degrade performance, increase transaction errors, and result in significant costs related to equipment replacement, system modifications, and lost revenue.

In response to these concerns, the House Appropriations Committee adopted amendment language offered by Representative Steve Womack (R-AR) in April 2026 as part of the Fiscal Year 2027 Financial Services and General Government appropriations process that would restrict the FCC from advancing NextNav's petition. The amendment reflects growing concern that the proposal could impose substantial costs on existing users and disrupt critical infrastructure. The California Toll Operators Committee, of which OCTA is a member, has previously engaged on this issue, sending a comment letter in 2024 when it was first introduced. This letter is provided as Attachment A.

The issue remains under consideration at the federal level, including as the appropriations process continues in Congress. Industry stakeholders, including the International Bridge, Tunnel and Turnpike Association, are actively engaging federal policymakers to ensure that transportation system impacts are fully considered. Staff will continue to monitor developments and coordinate with

industry partners to support policies that protect OCTA's existing and future transportation technology investments.

Summary

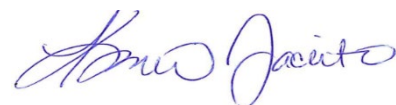
Information is provided on federal Fiscal Year 2027 Community Project Funding and Congressionally Directed Spending requests and on federal spectrum policy developments related to the 900-megahertz band, including recent congressional activity and potential impacts on tolling and other transportation technologies.

Attachments

- A. Letter to the Federal Communications Commission, from Murali Ramanujam, California Toll Operators Committee, Executive Committee Chair, and Kirk Avila, California Toll Operators Committee, Executive Committee Vice Chair, dated September 4, 2024, re: Public Notice - NEXTNAV PETITION FOR RULEMAKING WT Docket No. 24-240 RM-11989
- B. Potomac Partners DC, Monthly Legislative Report – April 2026

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To: Federal Communications Commission

From: Murali Ramanujam, CTOC Executive Committee Chair
Kirk Avila, CTOC Executive Committee Vice-Chair

Date: 9/4/2024

Re: Public Notice – NEXTNAV PETITION FOR RULEMAKING WT Docket No. 24-240
RM-11989

Background:

We are writing on behalf of the California Toll Operators Committee (CTOC). CTOC is a statewide collaborative organization composed of thirteen California toll facility operators/owners and California Department of Transportation (Caltrans). The Committee serves as the primary resource for interoperability, education, and advocacy among facilities in operation throughout California. CTOC members communicate regularly on issues of interoperability, technology, operating policies, customer service, the legislative, administrative, and regulatory framework for tolling, and other issues affecting tolling in California. The members of CTOC include Alameda County Transportation Commission, Bay Area Toll Authority/Bay Area Infrastructure Financing Authority/Metropolitan Transportation Commission, Caltrans, Golden Gate Bridge, Highway and Transportation District, Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernadino County Transportation Authority, San Diego Association of Governments, San Francisco County Transportation Authority, San Mateo County Express Lanes Joint Powers Authority, Santa Clara Valley Transportation Authority, and Transportation Corridor Agencies.

CTOC uses a common communication standard to exchange tolling transactions across all members of the state. The unified specifications allow patrons to utilize their electronic toll device across the state. Collectively, CTOC members have invested over \$387 million in roadside toll systems which use the ISO/IEC 18000-63 (known as 6C) communication protocol for tolling applications for the purpose of automatic vehicle identification (AVI). This includes a collective 514 tolling sites with 584 RFID roadway units deployed and 20 million on-board units. CTOC processes over 460 million transactions per year worth \$1.63 billion. In January of 2019, CTOC members converted to the 6C technology to ensure we could provide reliable toll collection services well into the future.



CTOC Members Position:

CTOC is providing comment in opposition to the request by NextNav's petition request for rulemaking. All members are under varying financial debt obligations and the proposal by NextNav could impair our ability to process toll transactions with a high level of confidence due to interference and poses a risk to our operation. The NextNav proposal will affect the portion of the spectrum that California's toll operators use for electronic toll collection. This will impact our individual ability to fulfill our obligations and will disrupt our toll operations.

On behalf of all the CTOC members, we formally request the Federal Communications Commission to reject the NextNav petition for rulemaking.

Murali Ramanujam

CTOC Executive Committee Chair
Santa Clara Valley Transportation Authority
Deputy Director (Toll Systems & Traffic Eng.)

Kirk Avilla

CTOC Executive Committee Vice-Chair
Orange County Transportation Authority
General Manager



Monthly Legislative Report – April 2026

Advocacy Meetings

Office of Senator Adam Schiff (D-CA) – In April, we met with the Senator’s staff to discuss funding opportunities in the Fiscal Year (FY) 2027 budget process, including transportation funding for the 2028 Summer Olympics and the Congressionally Directed Spending (CDS) request for the Orange County Maintenance Facility in Irvine, California.

Office of Senator Alex Padilla (D-CA) – We followed up with staff in the office of Alex Padilla to discuss progress on the Senate’s surface transportation reauthorization legislation, as well as opportunities to advance transit funding priorities through the FY27 appropriations process.

Office of Representative Ken Calvert (R-CA) – In April, we followed up with staff to discuss a developing issue with potential impacts on regional tolling operations stemming from NextNav’s petition before the Federal Communications Commission to reallocate spectrum in the Lower 900 MHz Band. We also discussed upcoming Appropriations Committee markups, ongoing negotiations surrounding Department of Homeland Security (DHS) funding, and updates on the status of surface transportation reauthorization efforts.

Office of Representative Mike Levin (D-CA) – We continued to work with staff in the office on a Community Project Funding (CPF) request for the Pacific Coast Highway Bridge Replacement Project, which has been submitted to the Appropriations Committee for consideration. We also discussed the upcoming Transportation, Housing and Urban Development (THUD) appropriations hearing with U.S. Transportation Secretary Duffy in May, including potential questions that could be submitted for the record related to grant funding opportunities.

Office of Representative Young Kim (R-CA) – In April, we met with transportation staff in the office of Young Kim to discuss a Community Project Funding request for the State Route 91 East Corridor Operations Project, which has been submitted to the Appropriations Committee for consideration. We also discussed updates on progress regarding surface transportation reauthorization and the U.S. Department of Transportation’s (USDOT) *Freedom to Drive* initiative announced this month.

Office of Representative David Min (D-CA) – In April, we met with staff to discuss the Irvine Metrolink Rehabilitation Project and clarify key project details. This project has been submitted to the Appropriations Committee for consideration.

Office of Representative Derek Tran (D-CA) – We met with transportation staff in the office of Derek Tran to discuss transportation-related security funding for the 2026 FIFA World Cup, as well as ongoing funding needs for the 2028 Summer Olympics.

Office of Representative Linda Sanchez (D-CA) – In April, we followed up with staff in the office regarding the OC Loop Segment A Project, which has been submitted to the Appropriations Committee for consideration, and discussed additional project details.

Office of Representative Lou Correa (D-CA) – We continued to discuss updates with staff on key surface transportation reauthorization priorities, including the legislative language to restore local suballocation authority for Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds.

Office of Representative David Rouzer (R-NC) – In April, we met with staff to discuss the timing of surface transportation reauthorization, which is now expected to move toward a **mid-May markup** following earlier delays in the drafting process and ongoing negotiations between majority and minority committee staff.

House Appropriations Majority Staff – We continued to follow up with committee staff regarding the timing of FY27 appropriations markups and ongoing funding considerations for the Department of Homeland Security.

Federal Funding Update – DHS, Budget Reconciliation, and FY27 Appropriations

Congress made significant movement during the last week of April on resolving the ongoing FY26 funding lapse for the DHS, with the House advancing a budget resolution to unlock a second reconciliation package tied to immigration enforcement funding. Under the direction of Speaker Mike Johnson (R-LA), the House adopted the resolution on a narrow, party-line vote, marking a critical procedural step toward advancing what leadership is describing as a “Reconciliation 2.0” package.

This approach reflects a broader strategy by House Republicans to pair resolution of the DHS funding with passage of a reconciliation bill that can move through the Senate with a simple majority. The reconciliation vehicle building off earlier frameworks such as the Republican Study Committee’s “Making the American Dream Affordable Again” agenda is expected to focus on immigration enforcement funding, while also serving as a potential platform for additional policy priorities depending on internal negotiations.

However, the path forward remains politically complex. House leadership faced significant internal resistance from conservative members, particularly over the scope of the reconciliation package and unrelated disputes tied to the farm bill and E15 ethanol provisions. While a deal was ultimately reached to move the budget resolution forward, divisions persist between those favoring a targeted (“skinny”) reconciliation bill focused on DHS and others pushing for a broader package that includes defense and healthcare provisions. Leadership has attempted to manage these tensions by signaling the potential for a third reconciliation bill later in the year, though timing and viability remain uncertain.

At the same time, the House passed a bipartisan, Senate-approved funding measure for the Department of Homeland Security at the end of April, effectively ending a 76-day partial

shutdown for some of the sub-agencies. The legislation, which had cleared the Senate in late March, was approved by the House and is expected to be signed by President Donald Trump. The bill provides funding through September 30 for key agencies including the Transportation Security Administration (TSA), U.S. Coast Guard, Secret Service, the Federal Emergency Management Agency (FEMA), and the Cybersecurity and Infrastructure Security Agency. Notably, the measure excludes funding for Immigration and Customs Enforcement (ICE) and portions of Customs and Border Protection (CBP), which remain subject to ongoing negotiations. House Republicans had previously resisted advancing the bipartisan bill, instead prioritizing immigration-related funding through reconciliation, contributing to a prolonged funding lapse of approximately 10 weeks before ultimately moving forward with this partial resolution.

Despite some unresolved FY26 immigration enforcement funding and the delayed release of the President's FY27 budget request, Congress has formally begun the FY27 appropriations process. Member requests for Community Project Funding (CPF) in the House and Congressionally Directed Spending (CDS) in the Senate have been submitted and are now under review.

House appropriators have already initiated an aggressive markup schedule, signaling an intent to move FY27 bills forward on a traditional timeline. Key upcoming milestones include:

- May 13–14: Full Committee markup – Commerce, Justice, Science (CJS) and Legislative Branch
- May 20: Full Committee markup – Energy & Water
- May 21: Subcommittee markup – Interior-Environment and Transportation-HUD (THUD)
- June 3–4: Full Committee markups – Interior-Environment and THUD
- June 5: Subcommittee markup – Labor-Health & Human Services and Homeland Security
- June 10: Full Committee markup – Homeland Security
- June 24: Full Committee markup – Defense

This schedule reflects continued momentum on FY27 spending bills, even as a complete FY26 DHS funding solution remains unresolved.

The convergence of a prolonged partial DHS funding lapse, an active reconciliation strategy, and a forward-moving FY27 appropriations cycle underscores the complexity of the current federal budget environment. While reconciliation offers a pathway to resolve long-term DHS related immigration enforcement funding outside the traditional appropriations process, political divisions within the House and between chambers create uncertainty around timing and scope.

At the same time, the continued advancement of FY27 appropriations suggests Congress is attempting to maintain regular order where possible, though the likelihood of a continuing resolution (CR) in September remains high, particularly if broader funding disputes persist.

In summary, Congress is pursuing a dual-track approach, using reconciliation to resolve DHS funding while advancing FY27 appropriations through regular order. However, internal House divisions, Senate pressure for a bipartisan solution, and looming funding deadlines will shape whether DHS is resolved through reconciliation, or eventual FY27 compromise appropriations legislation.

Office of Management and Budget (OMB) Director Vought Testifies Before House Budget Committee

On April 15, Russ Vought testified before the House Budget Committee on the Fiscal Year 2027 Presidential Budget Request, outlining a proposal to significantly increase defense spending while reducing non-defense discretionary funding. While the hearing primarily focused on topline fiscal policy, several exchanges touched on transportation-related economic pressures, particularly rising gas prices and energy costs, which Members linked to broader affordability concerns and federal policy decisions.

Although transportation programs were not a central focus of the testimony, Director Vought reinforced the Administration's position that many federal programs including infrastructure-related investments should be streamlined, reduced, or shifted toward state and local responsibility. This approach raised concerns among Members about the potential downstream impacts on federal transportation funding, discretionary grant programs, and long-term infrastructure investment, particularly as Congress moves forward with FY27 appropriations and surface transportation reauthorization.

Members also highlighted the broader economic context influencing transportation systems, including fuel price volatility and cost-of-living pressures, which directly affect system users and project delivery costs. In response, Vought emphasized deficit reduction, spending restraint, and revenue generation strategies (including tariffs) as part of the Administration's approach to stabilizing the fiscal environment.

Surface Transportation Reauthorization Update

Behind the scenes bipartisan House negotiations on the next surface transportation reauthorization bill continued in late April, with House Transportation & Infrastructure Chairman Sam Graves indicating that a committee markup could occur as soon as the week of May 11, following the congressional recess. While a formal date has not been set, negotiations on legislative text are ongoing, with committee leadership continuing to work through key policy and funding issues.

The upcoming reauthorization is expected to set federal policy for highways, transit, and rail programs for the next five years, though, unlike the 2021 Infrastructure Investment and Jobs Act, the bill is not anticipated to include significant new funding, signaling a more constrained fiscal environment.

A central issue under discussion is the long-term solvency of the Highway Trust Fund, which has faced structural deficits for nearly two decades. Committee leaders are evaluating potential revenue solutions, including electric vehicle (EV) user fees and vehicle miles traveled (VMT) mechanisms, though these proposals remain politically sensitive and are generating stakeholder debate.

US Department of Transportation (USDOT) Unveils the “Freedom to Drive” Initiative

In April, the USDOT formally launched the “Freedom to Drive” initiative in coordination with the Federal Highway Administration, signaling a national push to address congestion through targeted, high-impact roadway investments. The initiative directs Governors to identify two to five of their most significant congestion bottlenecks and outline actionable strategies to advance solutions, with a focus on maximizing roadway capacity, accelerating project delivery, and leveraging private-sector partnerships and innovative financing tools. While specific funding mechanisms and programmatic pathways are still being defined, the initiative reflects a broader policy shift toward performance-based, congestion relief outcomes and state-led project prioritization. We are continuing proactive outreach to USDOT to better understand implementation details and to ensure that priority Orange County projects, particularly those that deliver measurable congestion relief and corridor efficiency are well positioned for consideration under this initiative.

Federal Railroad Administration (FRA) Rail Funding Opportunities – April Update

In April, the Federal Railroad Administration announced the availability of more than \$7.9 billion in federal rail funding to support infrastructure, safety, and system reliability improvements nationwide. Key programs include approximately \$1.1 billion through the Railroad Crossing Elimination Program, which supports grade separations and safety upgrades, and over \$2 billion through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, focused on enhancing passenger and freight rail performance. Applications are due June 8 (Railroad Crossing Elimination) and June 22 (CRISI). These programs present a significant opportunity to advance priority projects along key corridors, including safety improvements and state-of-good-repair investments.



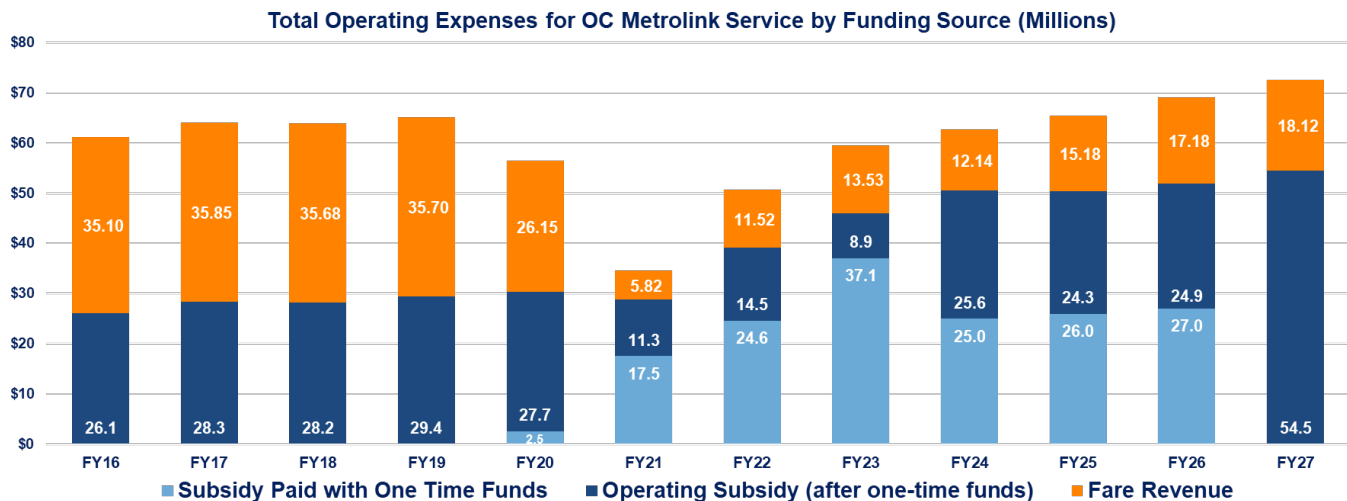
Orange County Transportation Authority

Fiscal Year 2026-27 Budget Workshop Questions & Answers

1. Question: Why is \$46 million being used as the benchmark for Orange County Transportation Authority's (OCTA) contribution to Metrolink in the proposed budget?

Answer: The \$46 million budget target for OCTA's contribution to Metrolink's operating subsidy is based on projected Measure M2 (M2) sales tax revenue available to support Metrolink operations for fiscal year (FY) 2026-27. This target is a result of OCTA's effort to ensure Metrolink service is sustainable through the balance of the M2 Program.

The target is necessary due to the increasing cost of Metrolink's operating subsidy. The increase is the result of ridership remaining far below pre-pandemic levels leading to significant reductions in fare revenue, and OCTA exhausting one-time revenues used to backfill for the reduction in fare revenue (see chart below).



Note – FY 25, FY 26, and FY 27 subsidy amounts are from the Metrolink budget. All others are actuals.

2. Question: The proposed Metrolink operating subsidy contribution of \$46 million is sustainable for OCTA; however what level of service does that contribution provide?

Answer: OCTA has not been provided with a service plan from Metrolink based on the budget target of \$46 million. In addition, OCTA has not received a FY 2026-27 proposed budget submittal from Metrolink and has been informed that a budget submittal is not expected by the start of the new FY.

3. Question: Why is Metrolink's proposed budget not available as of May 11, 2026, and not anticipated to be available by the start of the new FY?

Answer: It is OCTA staff's understanding that Metrolink staff received information requiring them to reassess their proposed FY 2026-27 budget. This information includes receiving budget targets for their operating subsidy from OCTA and LA Metro, as well as an updated ridership forecast that



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was less optimistic than the forecast previously relied upon. This information led to a budget deficit for FY 2026-27, which requires Metrolink staff to reassess revenue and expenditure assumptions. Metrolink staff has indicated they need additional time to assess the impacts of this information and do not believe the analysis will be completed by the start of the new FY.

4. Question: What options does OCTA have to withdraw from the Southern California Regional Rail Authority Joint Powers Authority (JPA)?

Answer: There is a formal withdrawal process in the JPA agreement. Section 12.0 of the Southern California Regional Rail Authority JPA provides that a member agency can terminate its membership in the SCRRA JPA's by giving one (1) year's written notice to the SCRRA JPA's concurrent with the beginning of the SCRRA JPA FY. The termination shall become effective at the end of such FY.

5. Question: Is OCTA required to provide M2 sales tax to Metrolink through the M2 Program?

Answer: Yes. The M2 Investment Plan specifically dedicates funding for Metrolink service. This revenue stream serves as the primary funding source for the Metrolink operating subsidy.

6. Question: What is the impact to Metrolink if OCTA contributes more than the \$46 million subsidy target?

Answer: Based on current revenue and expense assumptions for the Metrolink Program, utilizing more than \$46 million in M2 sales tax for FY 2026-27 would result in the Metrolink Program not being financially sustainable through the end of the M2 Program. See the attached chart which shows forecasted M2 sales tax revenue available to support the Metrolink Program through FY 2039-40.

7. Question: How well-funded is OCTA's liability reserve?

Answer: OCTA's liability reserve is fully funded based on the Board of Directors-approved Reserve Policy.

8. Question: How did OCTA determine the administrative merit pool, bonus pool, and defined contribution rates for the proposed FY?

Answer: OCTA conducts annual benchmarking to establish proposed rates for administrative merit increases and bonus pools. As part of this year's process, OCTA staff developed a new proposed rate structure for deferred compensation. The new rate structure is based on staff's assessment of a competitive rate structure that supports the goal of improved employee recruitment and retention. The primary issue OCTA staff is trying to address with the new rate structure is that approximately 60 percent of OCTA employees fall under the Public Employees' Pension Reform Act (PEPRA), which took effect in 2013. Since its implementation, OCTA has



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shifted responsibility for the employee share of Orange County Employees Retirement System (OCERS) contributions from the employer to employees. In addition, PEPRA employees also receive reduced pension benefits. These combined changes have made it increasingly difficult to recruit and retain employees.

It is also important to contextualize these impacts financially. The shift in OCERS contribution responsibility was originally projected to generate \$85 million in savings over a 20-year period. As of the end of FY 2024–25 (year 12 of the plan), actual savings total \$48.8 million—approximately \$12 million above the forecast for that point in time.

Metrolink Operating Subsidy vs M2 Sales Tax

