



Orange County Transportation Authority

Legislative and Communications Committee Agenda

Thursday, June 19, 2025 at 9:00 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

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

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

Members of the public can either attend in-person or access live streaming of the Committee meetings by clicking this link: <https://octa.legistar.com/Calendar.aspx>

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 AND COMMUNICATIONS 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 Tettemer

Closed Session

There are no Closed Session items scheduled.

Special Calendar

1. Conference Call with State Legislative Advocate Moira Topp

Moira Topp/Kristin Jacinto

Overview

An update of legislative items in Sacramento will be provided.

Consent Calendar (Items 2 through 4)

All items on the Consent Calendar are to be approved in one motion unless a Committee Member or a member of the public requests separate action or discussion on a specific item.

2. Approval of Minutes

Clerk of the Board

Recommendation(s)

Approve the minutes of the May 15, 2025 Legislative and Communications Committee meeting.

Attachments:

[Minutes](#)

3. Accessible Transit Advisory Committee Annual Update and Member Appointments

Marissa Espino/Maggie McJilton

Overview

The Accessible Transit Advisory Committee was formed to advise the Orange County Transportation Authority on the transportation needs of seniors and persons with disabilities. The member appointment status and a summary of the committee's activities during the past year are provided with this report.

Recommendation(s)

Receive and file the Accessible Transit Advisory Committee status report.

LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

4. Citizens Advisory Committee Annual Update and Member Appointments

Marissa Espino/Maggie McJilton

Overview

The Orange County Transportation Authority's Citizens Advisory Committee was established to provide feedback on significant transportation studies and projects, help identify opportunities for community input, and serve as a public liaison for the Orange County Transportation Authority. A summary of the committee's activities during the past year and the new member appointment status is provided with this report.

Recommendation(s)

Receive and file the Citizens Advisory Committee status report.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

Regular Calendar

5. State Legislative Status Report

Clara Brotcke/Kristin Jacinto

Overview

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its overall programs, projects, and operations. This report includes a state budget update focused on budget change proposals and trailer bills related to the 2028 Olympics and the cap-and-trade program. A summary of a hearing focused on the Los Angeles - San Diego - San Luis Obispo Rail Corridor is also included. A verbal update on the adopted fiscal year 2025-26 state budget will be provided when this report is presented.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

6. Federal Legislative Status Report

Alexis Carter/Kristin Jacinto

Overview

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This update provides a summary of President Trump's Fiscal Year 2026 Budget Request and its implications for transportation funding and policy as well as an overview of congressional efforts to revoke California's Clean Air Act waivers under the Congressional Review Act. It also includes an update on federal Fiscal Year 2026 Community Project Funding and Congressionally Directed Spending requests submitted by Orange County's congressional delegation as well as a summary of a letter of support urging expedited federal review for emergency rail stabilization funding in the City of San Clemente. Finally, a review of recent congressional hearings related to the efficiency of federal rail programs and an overview of recent nomination hearings for federal transportation agency leadership are provided.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

Discussion Items

7. Marketing and Communications Update

Ryan Armstrong/Maggie McJilton

Overview

Staff will present an update on marketing programs for Orange County Transportation Authority's multimodal transportation services and programs.

Attachments:

[Presentation](#)

8. Public Comments

9. Chief Executive Officer's Report

10. Committee Members' Reports

LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

11. **Adjournment**

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

9:00 a.m. on Thursday, July 17, 2025

OCTA Headquarters

Board Room

550 South Main Street

Orange, California



MINUTES - REVISED

Legislative and Communications Committee Meeting

Committee Members Present

Donald P. Wagner, Chair
Katrina Foley, Vice Chair
Janet Nguyen
Kathy Tavoularis
Mark Tettemer

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Gina Ramirez, Assistant Clerk of the Board
Allison Cheshire, Clerk of Board Specialist, Senior
Andrea West, Clerk of the Board
Cassie Trapesonian, Assistant General Counsel
OCTA Staff

Committee Members Absent

Fred Jung

Call to Order

The May 15, 2025, regular meeting of the Legislative and Communications Committee was called to order by Committee Chair Wagner at 9:01 a.m.

Special Calendar

1. Conference Call with State Legislative Advocate Moira Topp

Moira Topp, State Legislative Advocate, provided an update on this item.

No action was taken on this item.

Consent Calendar (Item 2 through 5)

2. Approval of Minutes

A motion was made by Director Nguyen, seconded by Committee Vice Chair Foley, and declared passed by those present to approve the minutes of the April 17, 2025 Legislative and Communications Committee meeting.

3. Amendment to Agreement for Marketing Print Services

A motion was made by Director Nguyen, seconded by Committee Vice Chair Foley, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-2-2288 between the Orange County Transportation Authority and PGI-Pacific Graphics, Inc., to exercise the first option term, in the amount of \$230,000, to continue providing marketing print services, effective July 1, 2025 through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$555,000.



4. Amendment to Agreement for Public Information Marketing Program Services

A motion was made by Director Nguyen, seconded by Committee Vice Chair Foley, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-2-2313 between the Orange County Transportation Authority and Klein and Klein, Inc., to exercise the first option term, in the amount of \$350,000, to continue providing public information marketing program services, effective July 1, 2025 through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$731,000.

5. Amendment to Agreement for Bus Mural Application Services

A motion was made by Director Nguyen, seconded by Committee Vice Chair Foley, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-2-2317 between the Orange County Transportation Authority and JG Images, Inc., to exercise the first option term, in the amount of \$260,000, to continue providing bus mural application services, effective July 1, 2025 through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$610,000.

Regular Calendar

6. State Legislative Status Report

Kristin Jacinto, Executive Director of Government Relations, and Alexis Carter, Senior Government Relations Representative, provided a report on this item.

A discussion ensued amongst Committee members to change their position on SB 741.

A motion was made by Director Tavoularis, seconded by Director Tettemer, and declared passed by those present to:

Adopt an OPPOSE position on SB 741 (Blakespear, D-Encinitas), consistent with the Fiscal Year 2025-2026 Orange County Transportation Authority State Legislative Platform.

A motion was made by Committee Vice Chair Foley, seconded by Director Tettemer, and declared passed by those present to:

- A. Adopt the proposed Principles for Cap-and-Trade Revenue Distribution Legislation and direct staff to take necessary and appropriate actions to inform and respond to legislative proposals.



- B. Adopt a SUPPORT position on AB 986 (Muratsuchi, D-Torrance), which would expand the definition of events qualifying for a state or local emergency to include landslides and preexisting climate conditions.

Director Nguyen abstained on Recommendation A.

7. Federal Legislative Status Report

Alexis Carter, Senior Government Representative, provided a report on this item.

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

Discussion Items

8. Fiscal Year 2025-26 Budget Workshop Follow-up

Darrell E. Johnson, Chief Executive Officer (CEO), provided opening comments and introduced Anthony Baruch, Manager of Financial Planning and Analysis, who referenced the handout which documents questions asked at the Board Meeting during the Budget workshop.

No action was taken on this item.

9. Public Comments

There were no public comments.

10. Chief Executive Officer's Report

Mr. Johnson, CEO, reported on the APTA Legislative Conference that he will be attending next week with Ms. Jacinto in Washington D.C.

11. Committee Members' Reports

There were no Committee Members' Reports.

12. Adjournment

The meeting adjourned at 9:58 a.m.

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

9:00 a.m. on Thursday, June 18, 2025

OCTA Headquarters

Board Room

550 South Main Street

Orange, California



MINUTES - REVISED

Legislative and Communications Committee Meeting

ATTEST

Sahara Meisenheimer
Clerk of the Board Specialist



MEMO

June 18, 2025

To: Members of the Board of Directors
From: Andrea West, Clerk of the Board
Subject: Board Committee Transmittal for Agenda Item

①

The following item is being discussed at a Committee meeting which takes place subsequent to distribution of the Board agenda. Therefore, you will be provided a transmittal following that Committee meeting (and prior to the Board meeting) informing you of Committee action taken.

Thank you.



June 19, 2025

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Accessible Transit Advisory Committee Annual Update and Member Appointments

Overview

The Accessible Transit Advisory Committee was formed to advise the Orange County Transportation Authority on the transportation needs of seniors and persons with disabilities. The member appointment status and a summary of the committee's activities during the past year are provided with this report.

Recommendation

Receive and file the Accessible Transit Advisory Committee status report.

Background

On January 13, 1992, the Orange County Transportation Authority (OCTA) Board of Directors (Board), concurrent with approving the OCTA 1992 Complementary Paratransit Plan as required by the Americans with Disabilities Act, established a standing citizens' committee, the Accessible Transit Advisory Committee (ATAC), to advise OCTA on the transportation needs of senior citizens and persons with disabilities.

Discussion

The ATAC's mission is to advise OCTA on the promotion of integrated public transit services and to improve communication between OCTA and seniors and customers with disabilities. The committee is composed of 34 members, appointed by the Board, who serve staggered three-year terms. Members may serve an unlimited number of terms, and the committee meets quarterly.

Recruitment for new and returning members began in March. OCTA staff provided Board Members with information on current ATAC members seeking reappointment and any resignations. The recruitment process has now

concluded. As of this report, Board Members have reappointed current members, appointed new members to begin terms on July 1, 2025, or have appointments pending (Attachment A).

Over the past year, ATAC convened four times to provide input on a range of OCTA programs and initiatives. Notable topics reviewed and discussed included:

- OC ACCESS Policy
- Enhanced Mobility for Seniors and Disabled Call for Projects
- Same-Day Taxi Program
- Coach Operator Training
- OC ACCESS Operations
- Measure M2 Ten-Year Review
- Proposed New Fare Media
- Mobility Management Services
- Paratransit and Microtransit Software Procurement
- Community Transportation Programs

Summary

The ATAC continues to serve in a vital advisory and advocacy role on transit issues of importance for seniors and persons with disabilities throughout the year. Through regular engagement and thoughtful contributions, ATAC members have played an important role in supporting OCTA's mission over the past year. With the fiscal year 2025–26 recruitment process now complete, the Board has reappointed existing members and appointed new ones to ensure continued representation and advocacy.

Attachment

- A. Orange County Transportation Authority Accessible Transit Advisory
Committee Roster Fiscal Year 2025-26

Prepared by:



Marissa Espino
Section Manager II,
Public Outreach
(714) 560-5607

Approved by:



Maggie McJilton
Executive Director,
People and Community Engagement
(714) 560-5824

**Orange County Transportation Authority
Accessible Transit Advisory Committee Roster
Fiscal Year 2025-26
(as of 6/2/2025)**

District	Name	Affiliation	Expiration	Director
1	Appointment Pending	TBD	2028	Janet Nguyen
1	Appointment Pending	TBD	2027	Janet Nguyen
1	Maria Arellano	Stanton Resident	2028	Patrick Harper
1	Henry Michaels	Ashlings Residential Villa	2026	Patrick Harper
1	Appointment Pending	TBD	2027	Stephanie Klopfenstein
1	Appointment Pending	TBD	2028	Stephanie Klopfenstein
2	Alejandra Rodriguez	Santa Ana Resident	2027	Valerie Amezcua
2	Susana Cruz-Rios	Santa Ana Resident	2026	Valerie Amezcua
2	Arturo Cazares	Regional Center of Orange County	2028	Kathy Tavoularis
2	Raymond Bueche	Coordinator of Transition Services, Saddleback Valley Unified School District	2027	Kathy Tavoularis
2	Idalia Rios	Santa Ana Resident	2026	Vicente Sarmiento
2	Cesar Hernandez	Transportation Solutions	2027	Vicente Sarmiento
3	Richard King	Committee for Persons with Disabilities, Fountain Valley	2027	Donald P. Wagner
3	Appointment Pending	TBD	2026	Donald P. Wagner
3	Appointment Pending	TBD	2028	William Go
3	Claudia Harris	County of Orange Office on Aging	2026	William Go
3	Sue Lau	Polio Survivors Plus, AARP	2026	Mark Tettemer
3	Nelly Gomez	Dayle McIntosh Center	2028	Mark Tettemer

**Orange County Transportation Authority
Accessible Transit Advisory Committee Roster
Fiscal Year 2024-25
(as of 12/4/2024)**

District	Name	Affiliation	Expiration	Director
4	Jill Berner	Brea Resident	2028	Doug Chaffee
4	Paul Miller	Disability Support Services, Emeritus California State University, Fullerton	2027	Doug Chaffee
4	Arnel Dino	Fullerton Resident	2026	Fred Jung
4	Appointment Pending	TBD	2028	Fred Jung
4	Appointment Pending	TBD	2027	Carlos A. Leon
4	Kristen Maahs	Anaheim Resident	2026	Carlos A. Leon
5	John Ulrich	Laguna Niguel Chamber of Commerce	2026	John Stephens
5	Russell Toler	Costa Mesa Resident	2028	John Stephens
5	Michael Seyler	Mission Viejo Resident	2027	Jamey M. Federico
5	Sandra Stang	Housing and Transportation Committee / Senior Citizens Advisory Council	2028	Jamey M. Federico
5	Gracie Doran	Irvine Resident	2028	Katrina Foley
5	Lauren Becker	Braille Institute	2026	Katrina Foley
Public Member	Appointment Pending	TBD	2026	Michael Hennessey
Public Member	Issac López	Advocate for Persons with Disabilities	2027	Michael Hennessey
Public Member	BreeAnna Adner	Dayle McIntosh Center	2026	Tam T. Nguyen
Public Member	Brandi Kelly Contreras	Senior Advocate	2028	Tam T. Nguyen



MEMO

June 18, 2025

To: Members of the Board of Directors
From: Andrea West, Clerk of the Board
Subject: Board Committee Transmittal for Agenda Item

①

The following item is being discussed at a Committee meeting which takes place subsequent to distribution of the Board agenda. Therefore, you will be provided a transmittal following that Committee meeting (and prior to the Board meeting) informing you of Committee action taken.

Thank you.



June 19, 2025

To: Legislative and Communications Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Citizens Advisory Committee Annual Update and Member Appointments

Overview

The Orange County Transportation Authority's Citizens Advisory Committee was established to provide feedback on significant transportation studies and projects, help identify opportunities for community input, and serve as a public liaison for the Orange County Transportation Authority. A summary of the committee's activities during the past year and the new member appointment status is provided with this report.

Recommendation

Receive and file the Citizens Advisory Committee status report.

Discussion

In its role as the county transportation commission, the Orange County Transportation Authority (OCTA) is required by the Public Utilities Code (PUC) 130105 to appoint a Citizens Advisory Committee (CAC) to provide input on transportation projects, programs, services, and outreach activities. The PUC states that the commission shall "appoint...a citizens advisory committee, which membership shall reflect a broad spectrum of interests and all geographic areas of the county." Each member of the OCTA Board of Directors (Board) appoints two citizens, creating a 34-member committee that embodies diverse community perspectives.

To carry out the CAC's mission, ongoing responsibilities include:

- Commenting on significant transportation studies and projects, suggesting possible solutions, and making recommendations when appropriate
- Identifying opportunities for community input

- Recommending mechanisms and methodologies for obtaining public feedback on specific transportation issues
- Serving as a liaison between the public and OCTA

As an advisory committee, members' comments and suggestions help shape OCTA's services and communications to be responsive and user-friendly to the public. The wide range of viewpoints and interests represented by the membership also provides OCTA with an added sounding board for prospective programs and initiatives.

CAC input is communicated to the Board in a variety of ways. Members' feedback on projects and initiatives is incorporated as programs develop, which is often noted in project staff reports. As direct appointees of the Board, CAC members are also encouraged to communicate directly with their appointing Board Member.

Committee Activities – Fiscal Year Highlights

During the past fiscal year, the CAC met four times to review and provide feedback on a variety of OCTA programs. Topics included:

- Interstate 5 South County Improvements Project
- Coastal Rail Resiliency Study
- OCTA's Fiscal Year 2025-26 Budget
- Interstate 405 Express Lanes
- 2028 Olympics
- OC Streetcar
- Proposed New Fare Media
- Active Transportation
- Measure M2 Next 10 Delivery Plan
- Measure M2 Ten-Year Review

The CAC also participated in facilitated discussions regarding the following studies:

- OC Transit Vision
- OC Transportation Demand Management

Bicycle and Pedestrian Active Transportation Subcommittee

In 2011, the CAC formed a Bicycle and Pedestrian Active Transportation Subcommittee, which meets to review items and issues related specifically to active transportation.

This subcommittee met twice over the past year to review projects and provide feedback on integrating active transportation into the broader mobility network, with a focus on safety for both adults and youth.

Topics reviewed included:

- OCTA's Active Transportation Program
- Bikeways Connectivity Study
- I-605/Katella Avenue Interchange Project

Member Appointments

CAC members serve staggered two-year terms from July through June, with each Board Member appointing one new or returning member annually. Members may serve unlimited terms.

In February, members with terms expiring on June 30 were contacted regarding their interest in continuing to serve. In March, OCTA staff provided Board Members with details on current members seeking reappointment and any open vacancies.

The recruitment process for fiscal year 2025–26 is now complete. Board Members have either reappointed existing CAC members, appointed new members to begin service on July 1, 2025, or have appointments pending (Attachment A).

Summary

The CAC plays a vital role in OCTA's efforts to incorporate public feedback into the agency's transportation decision-making process. Over the past year, CAC members have provided meaningful input on a range of transportation topics. With the upcoming term appointments now finalized, the committee is well positioned to continue supporting OCTA's mission through community engagement and advocacy.

Attachment

- A. Orange County Transportation Authority Citizens Advisory Committee Roster Fiscal Year 2025-26

Prepared by:



Marissa Espino
Section Manager II,
Public Outreach
(714) 560-5607

Approved by:



Maggie McJilton
Executive Director,
People and Community Engagement
(714) 560-5824

ATTACHMENT A

**Orange County Transportation Authority
Citizens Advisory Committee
Roster Fiscal Year 2025-26
(as of 6/2/2025)**

District	Name	Affiliation	Expiration	Director
1	Pat Caitlin	Garden Grove Resident	2027	Janet Nguyen
1	Appointment Pending	TBD	2026	Janet Nguyen
1	Jim Cuneen	Fountain Valley City Council	2027	Patrick Harper
1	Paul Adams	Santa Ana Resident	2026	Patrick Harper
1	Appointment Pending	TBD	2027	Stephanie Klopfenstein
1	Mark Paredes	Garden Grove Resident	2026	Stephanie Klopfenstein
2	Mario Alvarado	Santa Ana Resident	2027	Valerie Amezcua
2	Lorena Vidaurri	Santa Ana Resident	2026	Valerie Amezcua
2	Brendon Moeller	Orange Resident	2027	Kathy Tavoularis
2	Jeff Thompson	Building Industry	2026	Kathy Tavoularis
2	Carah Reed	Santa Ana Resident	2027	Vicente Sarmiento
2	Damon Tordini	Engineers Without Borders / Santa Ana Resident	2026	Vicente Sarmiento
3	Appointment Pending	TBD	2027	Donald P. Wagner
3	Steve Kozak	Tustin Planning Commission	2026	Donald P. Wagner
3	Appointment Pending	TBD	2027	William Go
3	Reza Hosseini	Irvine Resident	2026	William Go
3	Karalee Darnell	Yorba Linda Resident	2027	Mark Tettemer
3	Roy Shahbazian	California Community Colleges	2026	Mark Tettemer

**Orange County Transportation Authority
Citizens Advisory Committee
Roster Fiscal Year 2024-25
(as of 4/15/2025)**

District	Name	Affiliation	Expiration	Director
4	Hui Rorabaugh	La Habra Resident	2027	Doug Chaffee
4	Adam Zibell	Fullerton Resident	2026	Doug Chaffee
4	Jamie Valencia	Fullerton City Council	2027	Fred Jung
4	Jose Castaneda	Fullerton Resident	2026	Fred Jung
4	Appointment Pending	TBD	2027	Carlos A. Leon
4	Appointment Pending	TBD	2026	Carlos A. Leon
5	David Martinez	CMABS	2027	John Stephens
5	Tyler Holst	Civil Engineer	2026	John Stephens
5	Appointment Pending	TBD	2027	Jamey M. Federico
5	David Wheeler	Laguna Hills City Council	2026	Jamey M. Federico
5	Ester Ocampo	Unidos South OC	2027	Katrina Foley
5	Manuel Chavez	Costa Mesa City Council	2026	Katrina Foley
Public Member	Appointment Pending	TBD	2027	Michael Hennessey
Public Member	Frank Murphy	Orange Resident	2026	Michael Hennessey
Public Member	Kristen Jasko	Cal State Fullerton	2027	Tam T. Nguyen
Public Member	Dan Kalmick	Huntington Beach Resident	2026	Tam T. Nguyen



MEMO

June 18, 2025

To: Members of the Board of Directors
From: Andrea West, Clerk of the Board
Subject: Board Committee Transmittal for Agenda Item

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Thank you.



June 19, 2025

To: Legislative and Communications 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 and Communications Committee on policy issues directly impacting its overall programs, projects, and operations. This report includes a state budget update focused on budget change proposals and trailer bills related to the 2028 Olympics and the cap-and-trade program. A summary of a hearing focused on the Los Angeles – San Diego – San Luis Obispo Rail Corridor is also included. A verbal update on the adopted fiscal year 2025–26 state budget will be provided when this report is presented.

Recommendation

Receive and file as an information item.

Discussion

Overview of Proposed State Budget Trailer Bill Proposals Impacting Transportation

Following the release of the Governor's May Revision for fiscal year (FY) 2025-26, several trailer bills have been proposed to support implementation of proposed budget items related to transportation infrastructure, specifically on planning for the 2028 Olympic and Paralympic Games in Los Angeles (LA28). Topics addressed in these proposed trailer bills include permitting exemptions, environmental streamlining, and operational authority for Olympic-related transportation activities.

The May Revision proposed \$17.6 million from the State Highway Account to support the California Department of Transportation's (Caltrans) initial efforts to plan and implement the Games Route Network (GRN), a system of designated freeway and arterial lanes intended to facilitate secure and predictable travel for athletes, officials, and other accredited participants. The funding would also

support the Integrated Transportation Management Project, which seeks to enhance coordination between Caltrans and local agencies through upgraded traffic operations systems. The proposal includes 92 limited-term positions to support these planning, operational, and maintenance functions. Not part of this request is future staffing and operating costs that Caltrans has identified, capital expenditures for the GRN, and any costs by local agencies including host cities. A joint effort between Caltrans and the Los Angeles County Metropolitan Transportation Authority to obtain funding via grants or appropriations for this work is referenced in the original budget change proposal supporting this funding. This joint effort would also undertake the analysis to assess costs for the remaining elements to inform potential future budget requests.

Three trailer bill proposals were also released in conjunction with the May Revision to support transportation initiatives related to LA28. One proposal amends the California Coastal Act to classify LA28 as temporary events, exempting from coastal development permitting requirements any development deemed necessary by the Organizing Committee for the bidding, hosting, or staging of LA28, under the authority of the California Coastal Commission. This exemption would apply throughout the entire duration of construction, occupancy, and removal activities connected to LA28. A second proposal provides a California Environmental Quality Act exemption to exclude from environmental review those activities and approvals necessary for planning and executing LA28, excluding facility construction unless deemed necessary by the Organizing Committee. A third trailer bill would authorize Caltrans and local agencies to temporarily allow exclusive or preferential use of high-occupancy vehicle lanes, high-occupancy toll lanes, and other lanes for Olympic-related vehicles as part of the GRN. Eligible vehicles would display a distinctive decal or identifier issued by LA28 organizers and approved by Caltrans in collaboration with the California Highway Patrol. Notably, the trailer bill does not reference toll agencies or regional transportation planning agencies in the development or approval of the decal. It also does not specify how access would be coordinated across tolled facilities, and it remains unclear whether Caltrans or other entities would request OCTA's participation. Staff will continue to monitor implementation details and assess any potential operational impacts on OCTA-managed infrastructure. These provisions would be in effect through January 1, 2029.

Additional details are expected to emerge as budget negotiations progress in the coming weeks. The Legislature must pass a balanced budget bill for FY 2025-26 by midnight on June 15, 2025. Due to the proximity of this deadline to the publication of this staff report, staff will provide a verbal update on the approved state budget to the Legislative and Communications Committee, scheduled for June 19, 2025.

Cap-and-Trade Update

As part of the Governor's May Revision, the Administration proposed an extension of California's cap-and-trade program through 2045, rebranded as the cap-and-invest program. While the proposal outlines a new structure for allocating future cap-and-trade revenues, it introduces potential shifts in funding priorities that could significantly affect transit-related programs supported by the Greenhouse Gas Reduction Fund (GGRF).

Revenue generated through the sale of emissions allowances under the cap-and-trade program is deposited into GGRF, which supports a variety of programs statewide. While the program's primary purpose is to achieve emissions reductions, it has also become a critical funding source for public transportation infrastructure and operations. For example, the Orange County Transportation Authority (OCTA) has secured funding from the Transit and Intercity Rail Capital Program (TIRCP) to support major projects, including the OC Streetcar, and efforts to protect the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor. Additionally, OCTA utilizes the Low Carbon Transit Operations Program (LCTOP) to implement its Youth Ride Free initiative, which expands transit access for young residents across the County.

Under the current framework, TIRCP and LCTOP receive ten percent and five percent of cap-and-trade revenues, respectively, through continuous appropriations. These programs have funded numerous transit capital projects and services intended to reduce greenhouse gas emissions and deliver additional benefits such as improved air quality and mobility. In recent years, GGRF revenues have also been used to stabilize transit funding in the face of state budget constraints. For example, as part of the FY 2024-25 state budget, a significant portion of transit funding was shifted from the General Fund to the GGRF to maintain support for key programs like TIRCP and the Zero-Emission Transit Capital Program. For OCTA, these programs have been essential to advancing regional transit priorities, including support for bus and rail operations, capital improvements, and the agency's ongoing transition to a zero-emission bus fleet under the Innovative Clean Transit regulation.

However, the cap-and-invest proposal introduced in the FY 2025-26 May Revision includes a significant shift in how the State plans to allocate GGRF revenues. The Governor has framed the extension through 2045 as a response to growing federal scrutiny of state climate policies and as a way to provide certainty for programs such as the California Climate Credit, which is expected to provide approximately \$60 billion in utility bill relief through the duration of the extension, and would require at least \$1 billion annually in GGRF be directed to the California High-Speed Rail Project. The proposal also responds to a \$12 billion budget shortfall, redirecting GGRF revenues to cover other state obligations. As part of this shift, the Governor proposes allocating \$1.54 billion annually to fund CalFire operations, which were previously

supported by the General Fund. These proposed commitments would represent a major reallocation of cap-and-trade revenues and would reduce the pool of funding available for other GGRF-supported programs, including public transit.

As a result of these shifts, the cap-and-invest proposal would reduce or defer funding for several transit programs that have historically relied on GGRF support, including:

- A reduction in the State's planned FY 2025–26 formula-based investment in TIRCP from \$1 billion to \$812 million.
- The proposed elimination of a \$690 million investment in the Zero-Emission Transit Capital Program, previously planned for FYs 2026–27 and 2027–28.
- Elimination of a planned \$200 million allocation for TIRCP Cycle 6, potentially impacting already awarded grant funding.
- A lack of clarity on whether continuous appropriations for TIRCP and LCTOP will be maintained beyond FY 2024–25, creating uncertainty for currently programmed projects and future grant cycles.

These changes could affect nearly \$3 billion in GGRF funding for public transit statewide between FY 2025–26 and FY 2028–29, including approximately \$2 billion already programmed to specific projects and services by the State or regional agencies. For OCTA, this level of uncertainty could jeopardize the delivery of regional projects and services. Broader potential impacts include delays to capital projects, loss of federal matching funds, and financial pressures on transit operators statewide.

As part of ongoing legislative review, there has been a series of hearings across both the Assembly and the Senate focused on the Governor's cap-and-invest proposal and the broader question of extending California's cap-and-trade program beyond 2030. The Assembly Budget Subcommittee No. 4 on Climate Crisis, Resources, Energy, and Transportation held hearings on April 30 and May 15, 2025, where members expressed apprehension about the proposed reallocation of GGRF revenues, particularly the shift of \$1.54 billion annually to CalFire operations, previously funded through the General Fund. Legislators questioned whether this shift could reduce available funding for core services such as public transit, housing, healthcare, and water infrastructure. Concerns were also raised about the proposed elimination of SB 125 (Chapter 54, Statutes of 2023) transit funds and the uncertain future of TIRCP and LCTOP. Members objected to prioritizing funding for major infrastructure projects such as the Delta Conveyance Project and California High-Speed Rail over programs viewed as essential that address affordability, mobility, and climate resilience in the near term.

These themes were echoed on May 8, 2025, during a joint oversight hearing of the Senate Budget and Fiscal Review Subcommittee No. 2 and the Senate Environmental Quality Committee, which examined the future of California's cap-and-trade program as the State considers reauthorization beyond 2030. Legislative Analyst's Office (LAO) analyst Helen Kerstein recommended the Legislature reassess continuous appropriations to ensure GGRF spending aligns with evolving climate and affordability priorities. The LAO further suggested measures to enhance affordability, such as lowering the price ceiling, issuing more free allowances to utilities, and targeting GGRF revenues toward consumer rebates or uncapped emissions sectors for greater cost-effectiveness. Lawmakers echoed concerns about program design, equity, and fund volatility, with some advocating for redirecting funds away from high-speed rail toward multimodal transit with faster climate impacts. The hearing highlighted strong legislative interest in improved oversight, affordability protections, and aligning cap-and-trade revenue use with California's long-term climate and community goals.

Transit agencies across the state are engaging with the Administration and Legislature to request that the final framework:

- Maintains existing GGRF commitments to transit agencies through 2030.
- Continues or increases ongoing support for TIRCP and LCTOP beyond 2030.
- Streamlines the design of GGRF-funded programs to improve flexibility and reduce administrative barriers for transit agencies.

These priorities are outlined in letters submitted in response to the Governor's cap-and-invest proposal. OCTA submitted a letter to the Governor, State Senate President pro Tempore, and Speaker of the State Assembly (Attachment A). Similarly, the California Transit Association (CTA) submitted a letter to the same recipients (Attachment B).

As budget negotiations continue, additional details may emerge that clarify how GGRF allocations will be managed under the proposed cap-and-invest framework and what impacts there will be on transit funding in future years. Recent federal scrutiny of the California High-Speed Rail Project, including a letter from the Federal Railroad Administration (FRA) on June 4, 2025, seeking to revoke funding, may put additional pressure on negotiations.

Specifically, the letter from the FRA to the California High-Speed Rail Authority expressed deep concerns over the direction and management of the project, signaling potential revocation of up to \$4 billion in federal grants. The letter underscored a \$7 billion funding shortfall needed to complete the Merced-to-Bakersfield section, emphasizing the lack of a credible plan to secure the necessary resources. This shortfall is one of the underlying challenges that is underpinning the cap-and-trade discussions. The letter established a mid-July

deadline for the State to respond and demonstrate continued compliance with the terms of the funding agreements, with the possibility of grant termination if sufficient progress is not shown.

Summary of Subcommittee on Los Angeles – San Diego – San Luis Obispo Rail Corridor Resiliency Hearing

On May 30, 2025, the Senate Transportation Subcommittee on LOSSAN Rail Corridor Resiliency held a hearing entitled, *“Tracks to the Future: Strengthening the LOSSAN Corridor for California’s Global Stage.”* The hearing focused on transportation planning for nine major international sporting events through 2028, including the 2026 Fédération Internationale de Football Association World Cup and LA28. Paul Krikorian, Executive Director of the City of Los Angeles Office of Major Events, presented on the long-term opportunity to improve regional rail and mobility across Southern California, mentioning that host cities and visitors will rely heavily on rail to travel between venues. He noted that LA28 is expected to generate \$18 billion in economic impact, and planning efforts are being led by a cross-agency consortium focused on key station upgrades and temporary service expansion. Mr. Krikorian highlighted the urgent need for additional federal and state support, especially to meet bus fleet demands.

Chad Edison, Chief Deputy Secretary for Rail and Transit at the California State Transportation Agency, shared plans to grow intercity rail capacity by 40 percent by 2028 through a revitalized state-owned fleet, and restored frequencies on key routes. Jennifer Gress, Division Chief of the Sustainable Transportation and Communities Division at the California Air Resources Board, discussed the climate and equity benefits of transit investments, particularly along the LOSSAN Rail Corridor, where recent improvements have expanded service and access for disadvantaged riders.

Frank Jimenez, Senior Fiscal and Policy Analyst of the LAO, cautioned that without additional state funding, intercity services may face cuts or fare increases. He outlined potential funding options, including use of the General Fund, GGRF, and transportation-specific revenues. Jacob Wasserman of the University of California, Los Angeles (UCLA) described LOSSAN’s fragmented governance as a barrier to coordination and recommended reforms such as unified branding, fare integration, and a network manager model. Jonathan Stewart, also from UCLA, highlighted geotechnical risks such as coastal landslides and seismic threats, calling for proactive hazard mitigation.

Legislators raised concerns about funding shortfalls and equity. Michael Pimentel, Executive Director of CTA, warned that proposed cuts to the GGRF could undermine nearly \$3 billion in planned transit and rail investments and accelerate a fiscal cliff for agencies. Overall, the hearing highlighted ongoing discussions around the importance of sustained investment, improved coordination, and strategic planning to prepare California’s transit systems for these upcoming major events.

Summary

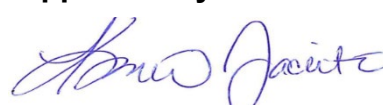
An overview of key state activities is provided related to the state budget and hearings on cap-and-trade and the Los Angeles – San Diego – San Luis Obispo Rail Corridor.

Attachments

- A. Letter from Doug Chaffee, Chair, Orange County Transportation Authority Board of Directors, to the Honorable Gavin Newsom, Governor, State of California, the Honorable Mike McGuire, President pro Tempore, California State Senate and the Honorable Robert Rivas, Speaker, California State Assembly, dated June 4, 2025, re: Concerns Regarding Cap-and-Trade (Cap-and-Invest) Proposal in Fiscal Year 2025-26 May Revision
- B. Letter from Michael Pimentel, Executive Director, California Transit Association, to the Honorable Gavin Newsom, Governor, State of California, the Honorable Mike McGuire, President pro Tempore, California State Senate, and the Honorable Robert Rivas, Speaker, California State Assembly, dated May 22, 2025, re: Transit Investments in Cap-and-Invest Plan
- C. Orange County Transportation Authority Legislative Matrix

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AFFILIATED AGENCIES

*Orange County
Transit District*

*Local Transportation
Authority*

*Service Authority for
Freeway Emergencies*

*Consolidated Transportation
Service Agency*

*Congestion Management
Agency*

June 4, 2025

The Honorable Gavin Newsom
Governor, State of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Mike McGuire
President pro Tempore California State Senate
1021 O Street, Suite 8518
Sacramento, CA 95814

The Honorable Robert Rivas
Speaker California State Assembly
1021 O Street, Suite 8330
Sacramento, CA 95814

**Subject: Concerns Regarding Cap-and-Trade (Cap-and-Invest) Proposal in
Fiscal Year 2025-26 May Revision**

Dear Governor Newsom, Senator McGuire, and Speaker Rivas:

On behalf of the Orange County Transportation Authority (OCTA), I am writing to express strong concerns regarding the proposed Cap-and-Trade (proposed to be rebranded to Cap-and-Invest) framework outlined in the Governor's May Revision of the Fiscal Year (FY) 2025-26 State Budget. While we appreciate the Governor's commitment to providing certainty to future funding under the program, the current proposal significantly jeopardizes the transit capital and operations programs that have long relied on these revenues to support essential public transportation services and infrastructure.

Because of the proposal's silence on maintaining investments for one-time investments in transit and ongoing appropriations, the proposal will have the impact of reducing or eliminating critical Greenhouse Gas Reduction Fund (GGRF) investments in the Transit and Intercity Rail Capital Program (TIRCP), the Low Carbon Transit Operations Program (LCTOP), and the Zero-Emission Transit Capital Program (ZETCP). These changes would reduce the planned \$1 billion investment in formula-based TIRCP for FY 2025-26 to \$812 million, eliminate \$200 million for TIRCP Cycle 6, and eliminate \$690 million for ZETCP in FYs 2026-27 and 2027-28. In addition, the proposal does not reaffirm continuous appropriations to TIRCP and LCTOP, putting the future of these successful programs at risk.

This is particularly concerning given the Legislature's demonstrated commitment to public transit in recent years, most notably through the passage of

The Honorable Gavin Newsom, The Honorable Mike McGuire, The Honorable Robert Rivas

June 4, 2025

Page 2

SB 125 (Chapter 58, Statutes of 2023), which established the formula-based TIRCP and ZETCP programs to provide stable and equitable funding to support transit capital and operations. In addition, the 2023-24 State Budget shifted funds from the General Fund into the GGRF to protect and sustain transit investments during a period of budget uncertainty, reinforcing the Legislature's recognition of the essential role these programs play in supporting mobility across the state.

This level of uncertainty threatens OCTA's ability to maintain and expand critical transit services and deliver infrastructure that supports regional mobility and access. Projects like the OC Streetcar, resiliency work on the Los Angeles – San Diego – San Luis Obispo Rail Corridor, and support for Metrolink commuter rail service operations are essential to providing safe, reliable, and connected transportation options in southern California. OCTA's Youth Ride Free Program and our transition to a zero-emission bus fleet also depend on funding from programs like LCTOP and ZETCP. These investments help reduce greenhouse gas emissions, expand access to opportunity, and build long-term ridership.

To that end, OCTA recently adopted Cap-and-Trade principles, as detailed in the attachment, to guide our engagement on policy matters such as those under consideration. The concerns outlined in this letter are consistent with these principles, which include the following:

- **Support for the continuation of existing GGRF investments in transit capital and operations programs, such as TIRCP and LCTOP:** The final framework must honor all existing funding commitments through 2030. This includes not only sustaining current investment levels but identifying opportunities to grow funding streams in future years to meet increasing demand for capital and operational support.
- **Opposition to any proposals that would divert existing funding away from effective regional use:** The Legislature's previous decisions to create formula-based programs and protect these investments should continue to guide the State's approach.
- **Support for maximizing formula-based distribution of Cap-and-Trade revenues for transportation purposes to support regional transportation needs and locally driven solutions:** OCTA urges the continuation and strengthening of formula-based funding, such as done with the TIRCP and ZETCP funding provided under SB 125. These resources offer flexibility to address both capital and operational priorities

The Honorable Gavin Newsom, The Honorable Mike McGuire, The Honorable Robert Rivas

June 4, 2025

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and are critical to maintaining project delivery timelines and leveraging other funding sources, including federal dollars.

Unfortunately, the current proposal does not align with these principles. By shifting focus away from programs that have a proven track record of delivering high-impact transit projects and services, it risks undermining long-standing commitments and jeopardizing critical progress already underway. We respectfully urge the Legislature to work with the Administration to ensure that the final plan protects and continues investments in the transit capital and operations programs that are vital to achieving California's mobility, access, and economic goals. These investments are already delivering measurable benefits and should remain central to the State's strategy moving forward.

Thank you for your attention to this important issue and for your ongoing leadership in providing critical funding for transit. If you or your staff have any questions, please contact Kristin Jacinto, Executive Director of Government Relations, at (714) 560-5754 or kjacinto@octa.net.

Sincerely,



Doug Chaffee
Chair

DC:aec

c: Members, Orange County State Legislative Delegation
The Honorable Scott Wiener, Chair, Senate Budget and Fiscal Review Committee
The Honorable Jesse Gabriel, Chair, Assembly Committee on Budget
The Honorable Laura Richardson, Chair, Senate Budget Subcommittee #5 on Corrections, Public Safety, Judiciary, Labor and Transportation
The Honorable Steve Bennett, Chair, Assembly Budget Subcommittee #4 on Climate Crisis, Resources, Energy and Transportation
Darrell E. Johnson, Chief Executive Officer
Topp Strategies

Enclosure

Orange County Transportation Authority Cap-and-Trade Principles

- Support the continuation of existing Greenhouse Gas Reduction Fund investments in transit capital and operations programs, such as the Transit and Intercity Rail Capital Program and the Low Carbon Transit Operations Program. Oppose any proposals that would divert existing funding away from effective regional use.
- Encourage use of Cap-and-Trade revenues to help meet state zero-emission vehicle mandates for transit.
- Support efforts to reduce the administrative complexity of Cap-and-Trade programs to ensure timely and predictable distribution of funds. Streamlined processes help agencies deliver projects more efficiently and minimize overhead.
- Support a dedicated increase in Cap-and-Trade funding for capital projects of regional significance, with a focus on connectivity and bookend rail investments that strengthen both local and interregional infrastructure.
- Increase formula-based transit operations funding to aid in the recovery, stabilization, and expansion of transit and rail services.
- Support adjustments to the Affordable Housing and Sustainable Communities Program to ensure transportation projects receive consideration.
- Maximize formula-based distribution of Cap-and-Trade revenues for transportation purposes to support regional transportation needs and support locally-driven solutions to serve communities effectively.
- Support dedicated allocations of Cap-and-Trade revenues for projects related to climate adaptation, such as transportation projects along the Los Angeles – San Diego – San Luis Obispo Rail Corridor, particularly those addressing coastal erosion, sea-level rise, and extreme weather impacts.



Connecting us.

May 22, 2025

The Honorable Gavin Newsom, Governor
State of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Mike McGuire, President pro Tempore
California State Senate
1021 O Street, Suite 8518
Sacramento, CA 95814

The Honorable Robert Rivas, Speaker
California State Assembly
1021 O Street, Suite 8330
Sacramento, CA 95814

RE: Transit Investments in Cap-and-Invest Plan

Governor Newsom, pro Tem McGuire, Speaker Rivas:

On behalf of the California Transit Association, I write to you today to outline our priorities for Cap-and-Trade (now, *Cap-and-Invest*) reauthorization. This letter updates our December 23, 2024 letter on this topic and responds, in part, to the release of Governor Newsom's Cap-and-Invest Plan on May 14, 2025. The Association represents more than 220 member organizations nationwide, including 85 transit and rail agencies in California that provide service to urban, suburban, and rural communities and that operate a variety of transit modes.

Throughout their history, California transit agencies have been partners with the state in combatting climate change and addressing air quality issues by inciting mode shift, incubating and deploying near-zero and zero-emission vehicle technologies, and facilitating sustainable growth patterns throughout California. Since the enactment of AB 32 (Pavley) [Chapter 488, Statutes of 2006] and SB 862 (Committee on Budget and Fiscal Review) [Chapter 36, Statutes of 2014], this partnership has become more pronounced and inarguably more impactful. With funding from the Greenhouse Gas Reduction Fund (GGRF)-supported and continuously appropriated Transit and Intercity Rail Capital Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP), transit agencies have delivered transformative transit projects and services statewide that substantially reduce greenhouse gas (GHG) emissions and that deliver myriad co-benefits to local communities, including air quality improvements, travel cost savings, and jobs (in manufacturing, construction, maintenance, and operations). These projects and services have conservatively leveraged billions of dollars in additional federal, state, and local funding over the last decade to maximize the scope of these projects and their benefits to Californians, including those residing in low-income and disadvantaged communities.

Additionally, California transit agencies have partnered with the California High-Speed Rail Authority to lay the foundation for an interconnected statewide system of mass transportation and with local governments and housing developers to remake our built environment to deliver more sustainable communities. What's more, California transit agencies have stepped up to become national leaders in the testing and deployment of heavy-duty zero-emission technologies, establishing a pathway to the electrification of California's heavy-duty vehicle sector. Put plainly, this long-standing partnership and California transit agencies' success in delivering these projects and services has driven California's climate success.

Against this backdrop, we were dismayed to see that the Governor's Cap-and-Invest plan is silent on continued investment in the TIRCP and LCTOP, two of the state's most cost-effective climate programs, beginning in Fiscal Year 2025-26, and proposes to eliminate a series of planned one-time expenditures from the GGRF in public transit, including critical funding approved by the state in 2023 to help transit agencies meet their base operational needs in the face of a looming fiscal cliff. The uncertainty created by the Governor's Cap-and-Invest plan now threatens nearly \$3 billion in GGRF funding for public transit between FY 2025-26 and 2028-29, including approximately \$2 billion in funding already programmed by the state and regional governments to individual transit projects and services.

As we understand that the Governor's Cap-and-Invest plan is a starting point for negotiations with the Legislature, we argue that the final Cap-and-Invest plan must be built on a foundation of investment in mass transportation — inclusive of investment in local transit and commuter and intercity passenger rail projects and services. Such a plan would acknowledge that VMT reduction and the transition to zero-emission transit vehicles have long been at the center of the state's GHG emission reduction and air quality improvement strategy and that we must reduce emissions from the transportation sector, specifically, to meet our climate goals. Moreover, such a plan would recognize that “*cost of living*” concerns and calls for “*affordability*” from everyday Californians extend beyond utility bills. According to the California Department of Housing and Community Development, after housing, transportation is the second-largest household expense. Public transit can and should continue to be central to the state's strategy for meeting its climate and air quality goals and must be part of the solution to California's affordability crisis.

Therefore, we principally urge the Governor and Legislature to act quickly to enact a final Cap-and-Invest plan that honors all existing commitments from the GGRF to California transit agencies through 2030, dedicates at least the same level of historic GGRF funding to public transit agencies beyond 2030, and streamlines program design to ensure California transit agencies can access and deploy this funding quickly.

Below we provide additional background and context in support of these requests.

Honor All Existing GGRF Commitments to Transit Agencies through 2030: SB 862 established the Cap-and-Trade Expenditure Plan and created the TIRCP and LCTOP, directing continuous appropriations of 10% and 5% of GGRF revenues, respectively, to these programs annually through 2020. This action recognized that mode shift to high-capacity public transit and the transition to zero-emission transit vehicles are essential strategies to meeting the state's climate and air quality goals. SB 32 (Pavley) [Chapter 249, Statutes of 2016] effectively extended these programs through 2030 in acknowledgement of their effectiveness. The Budget Acts of 2022 and 2023 subsequently augmented this ongoing support for California transit agencies by investing one-time GGRF revenues to major transit capital projects and services.

Due to these investments, between Fiscal Years 2025-26 and 2028-29, California transit agencies are scheduled to receive approximately \$3 billion in continuously appropriated and one-time GGRF revenues. Of this total, approximately \$2 billion from the GGRF has been programmed by the state and/or regional entities for specific projects and services.

These funding commitments include:

Continuous Appropriations

- **\$920 million for the TIRCP**, which is necessary to honor existing grant awards made by the California State Transportation Agency (CalSTA) to California transit agencies in 2022 and 2024 for transformative transit and rail capital projects. This commitment is a portion of an expected \$1.44 billion appropriation of GGRF revenues to the program.
- **\$720 million for the LCTOP**, which would support future formula funding disbursements to California transit agencies to fund, among other things, increased service levels and the maintenance and/or expansion discount and fare free transit passes.

One-Time Appropriations

- **\$690 million for the formula-based Zero-Emission Transit Capital Program (SB 125)**, which is necessary to honor formula funding disbursements made by CalSTA to regional agencies and California transit agencies, beginning in 2024, to support the transition to zero-emission vehicles and fund core transit operations. This flexible formula funding was approved by the Legislature in 2023 to help transit agencies in their recovery from the pandemic and to avoid the “fiscal cliff.”
- **\$188 million for the formula-based Transit and Intercity Rail Capital Program (SB 125)**, which is necessary to honor formula funding disbursements made by CalSTA to regional agencies and California transit agencies, beginning in 2024, to support the transition to major capital projects and fund core transit operations. This flexible formula funding was approved by the Legislature in 2023 to help transit agencies in their recovery from the pandemic and to avoid the “fiscal cliff.”
- **\$200 million for the Transit and Intercity Rail Capital Program**, which is necessary to honor existing grant awards made by CalSTA to California transit agencies in 2023 for transformative transit and rail capital projects. This funding was approved by the Legislature in 2022 as part of the state’s transportation funding package, which included the approval of the remaining balance of Proposition 1A funding for the high-speed rail project.

The Governor’s Cap-and-Invest plan threatens these continuous appropriations by proposing to overextend the state’s funding commitments from the GGRF, beginning in Fiscal Year 2025-26 – we estimate by almost \$2 billion. This overextension will force cuts to, or trade-offs between, existing continuous and one-time funding commitments from the GGRF. Meanwhile, the Governor’s Cap-and-Invest plan proposes to eliminate these one-time appropriations to transit, leaving the restoration of this funding to future negotiations with the Legislature.

The Association observes that failure to reach an agreement to honor these existing commitments from the GGRF (or failure to identify alternative funding at a commensurate level) will have far-reaching, and potentially devastating, impacts on transit projects and services statewide. These impacts may include delayed or stopped construction of major capital projects, canceled or scaled back transit vehicle purchase orders, the loss of federal matching funds, service cuts, and the hastening of fiscal emergencies at transit agencies. These project and service-level impacts may erode the ability of California transit agencies to meet the service needs of their riders, deliver projects that incite mode shift and reduce GHG emissions, and continue their conversion to zero-emission vehicles.

The Association recommends that the Legislature and the Administration reach agreement on a final Cap-and-Invest Plan that honors all existing commitments from the GGRF to California transit agencies through 2030.

Maintain and Increase Ongoing GGRF Funding Commitments to Transit Agencies Beyond

2030: Over the ten-year period since the enactment of SB 862, the TIRCP has invested approximately \$2.5 billion in 245 transformative transit capital projects statewide, with 94% of this funding benefiting California's priority populations. According to the California Air Resources Board's (CARB) May 2024 Annual Report on Cap-and-Trade Auction Proceeds, this state investment in TIRCP will reduce 23 million metric tons (MMT) of carbon dioxide equivalent – the most of any Cap-and-Trade-supported program (and the equivalent of more than 5.3 million gas powered cars off the road annually). What's more, the TIRCP has leveraged significant federal funding from the Infrastructure Investment & Jobs Act (IIJA) programs, including, but not limited to the Capital Investment Grant Program, Bus & Bus Facilities Program, and Low or No Emissions Grant Program, allowing California to multiply the impact of GGRF investments.

Meanwhile, the LCTOP has invested approximately \$1.2 billion in 1,003 transit service, fare discount, and zero-emission vehicle projects statewide over the last ten years, with 94% of this funding benefiting California's priority populations. The CARB report outlines that investment in LCTOP will reduce 6.9 million metric tons of carbon dioxide emissions (the equivalent of more than 776 million gallons of gasoline).

In the years ahead, we believe maintaining at the very least the level of ongoing funding these programs currently receive is critical for ensuring the state makes continued progress in the delivery of transit projects and services that significantly reduce GHG emissions and that provide Californians with high-quality travel alternatives. We also believe that the Cap-and-Invest plan presents an opportunity for the state to increase its support for public transit from the GGRF.

Based on data published by CARB, the state must increase transit ridership by 6-8 times to reach its GHG emission reduction goals. Transit agencies understand – and have consistently communicated to the state – that progress on this front will require heightened levels of state investment in transit capital projects and services as well as the enactment of state and local policy changes to, among other things, deliver transit priority on shared transportation infrastructure, and improve coordination between state and local land use, housing, and transportation decisions. While our agencies work to advance self-help measures and improvements to project and service delivery, including through the California State Transportation Agency's Transit Transformation Task Force, it's critical that the state expand its funding support for transit capital projects and services to build on these locally driven efforts.

The Association recommends that the Legislature and the Administration reach agreement on a final Cap-and-Invest Plan that maintains and increases the levels of GGRF funding for transit capital and operations, first established under SB 862, beyond 2030.

Streamline Program Design: Since SB 862 was enacted, the Association has sponsored a series of bills and engaged in program guideline development processes with administering agencies to streamline grant administration and to ensure that GGRF funds are available to meet local transit capital and service priorities. The Cap-and-Invest plan provides an opportunity for the Legislature and the Administration to advance improvements to the administration of the GGRF-supported transit programs. The goal of this effort is to get funding to agencies more quickly with fewer administrative impediments and more flexibility so that agencies can build and operate transit projects and programs faster, while still supporting the state's air quality goals.

We recommend that the Legislature and the Administration continue to engage the Association and its members to better understand issues faced by transit agencies related to the structure, guidelines, eligible projects, application, and funding allocation process for GGRF-supported transit programs. We intend for this engagement to help facilitate the streamlining of our programs.

Finally, as the state considers investments from the GGRF for the High-Speed Rail Project and the Affordable Housing Sustainable Communities (AHSC) Program, we emphasize that the emission reduction benefits of both potential investments priorities are heavily reliant on local and regional transit systems.

For high-speed rail, the project is sharing tracks, stations, and systems with existing rail operators (e.g. Caltrain, Metrolink) and the project's ridership and GHG emissions modeling assumes that a balance of their riders will connect to the system via local and regional transit systems. These systems require significant investment is needed in these shared corridors to ready them for high-speed rail operations, while also supporting their stand-alone operations and delivering near-term travel benefits to Californians.

For AHSC, individual affordable housing projects demonstrate GHG emissions benefits through their proximity to high-quality transit service and through project elements that fund improvements to local and regional transit systems. AHSC uniquely supports affordable housing and high-quality transit service as connected solutions to reduce both GHG emissions and addresses the combined housing and transportation affordability burden facing Californians. As many of these systems face significant funding challenges, any erosion to their service or inability to deliver on capital projects, can reasonably be expected to undermine the emissions benefits of the housing projects funded by the program. AHSC can be part of the funding solutions for these systems by ensuring its investments include more impactful public transit projects and services.

As such, we recommend that the Legislature and the Administration reach agreement on a final Cap-and-Invest Plan that allow these local and regional rail and transit systems to benefit from any GGRF funding set aside for the Project in support of the future project and/or projects that have direct connections to the high-speed rail system, including its transportation hubs (e.g. Salesforce Transit Center, Diridon Station, LA Union Station, Fresno Station, Anaheim Regional Transportation Intermodal Center). Additionally, we recommend that this agreement include additional flexibility in the AHSC program to support local and regional transit services.

Thank you for allowing the Association to share our priorities for the Cap-and-Invest plan. As always, the Association appreciates the opportunity to engage the Legislature and the Administration in funding and policy discussions that benefit the people of California. If you have any questions about this letter, please contact me at (916) 446-4656 x1034 or michael@caltransit.org.

Sincerely,



Michael Pimentel
Executive Director

cc: Members, California State Legislature
Joe Stephenshaw, Director, Department of Finance
Lauren Sanchez, Senior Advisor for Climate, Office of Governor Gavin Newsom
Steven Cliff, Executive Officer, California Air Resources Board
Toks Omishakin, Secretary, California State Transportation Agency
Erin Curtis, Director, California Strategic Growth Council
Gustavo Velasquez, Director, California Department of Housing and Community Development
Executive Committee, California Transit Association
State Legislative Committee, California Transit Association
Cap-and-Trade Reauthorization Subcommittee, California Transit Association



Orange County Transportation Authority Legislative Matrix

**2025 State Legislation Session
June 19, 2025**

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: 01/28/25 LOCATION: <i>Senate Committees on Transportation and Judiciary</i> STATUS: 05/28/25 <i>In SENATE. Referred to Committees on Transportation and Judiciary.</i>	Support (partial list) Support: Transportation Corridor Agencies (sponsor), Metropolitan Transportation Commission (MTC), Orange County Business Council, San Bernardino County Transportation Authority, <i>Association of California Cities Orange County, Automobile Club of Southern California</i>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 394 (Wilson – D) Public transportation providers.</p>	<p>Expands battery protections to all public transportation employees and clarifies that transit agencies and their legal representatives can seek temporary restraining orders in cases of workplace violence, harassment, or threats.</p>	<p>INTRODUCED: 02/03/25 LOCATION: <i>Senate Desk</i></p> <p>STATUS: 06/02/25 <i>In SENATE. Read third time. Passed. Ordered to the Senate.</i></p>	<p>Support (partial list)</p> <p>Support: California Transit Association (CTA) (co-sponsor), California Conference Board of the Amalgamated Transit Union (co-sponsor), California Teamsters Public Affairs Council, California Association for Coordinated Transportation (CALACT)</p> <p>Oppose: ACLU California Action, Los Angeles County Public Defenders Association</p>
<p>► AB 986 (Muratsuchi – D) State of emergency and local emergency: landslides and climate change.</p>	<p>Expands the definition of events qualifying for a state or local emergency to include landslides and preexisting conditions exacerbated by climate change.</p>	<p>INTRODUCED: 02/21/25 LOCATION: <i>Assembly Floor</i> HEARING: 06/03/25</p> <p>STATUS: 05/27/25 <i>In ASSEMBLY. Ordered to third reading.</i></p>	<p><i>Support</i></p> <p>Support: City of Rancho Palos Verdes (sponsor), League of California Cities, County Sanitation Districts of Los Angeles County</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 1070 (Ward – D) Transit districts: governing boards: compensation: nonvoting members</p>	<p>Would require the governing board of a transit district to include two nonvoting members and four alternate nonvoting members. The bill would authorize the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing negotiations with labor organizations.</p>	<p>INTRODUCED: 03/17/25 LOCATION: <i>Assembly - 2 YEAR</i></p> <p>STATUS: <i>05/01/25</i> <i>In ASSEMBLY. Failed deadline pursuant to Rule 61(a)(2). May be acted upon January 2026.</i></p>	<p>Oppose (partial list)</p> <p>Oppose: CTA, Los Angeles County Metropolitan Transportation Authority (LA Metro), CALACT, Long Beach Transit, California Special Districts Association,</p> <p>Support: Move LA, Streets for All, California Teamsters Public Affairs Council</p>
<p>► SB 71 (Wiener – D) California Environmental Quality Act: exemptions: <i>environmental leadership</i> transit projects.</p>	<p>Creates the indefinite extension of existing California Environmental Quality Act exemptions for certain transportation-related projects, including transit operational changes, public transit service improvements, and infrastructure for zero-emission transit vehicles, while mandating that lead agencies determine project eligibility for these exemptions.</p>	<p>INTRODUCED: 01/14/25 LOCATION: <i>Senate Floor</i> HEARING: 06/03/25</p> <p>STATUS: <i>06/02/25</i> <i>In SENATE. Ordered to third reading.</i></p>	<p>Support (partial list)</p> <p>Support: CTA (co-sponsor), SPUR (co-sponsor), Bay Area Council (co-sponsor), LA Metro, MTC</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 364 (Strickland – R) Outdoor advertising displays: permits: new alignments.</p>	<p>Would streamline the permitting process for outdoor advertising displays along newly aligned highways.</p>	<p>INTRODUCED: 02/13/2025 LOCATION: <i>Assembly Desk</i></p> <p>STATUS: 05/29/25 <i>In ASSEMBLY. Read first time. Held at Desk.</i></p>	<p>Support</p> <p>Support: California State Outdoor Advertising Association, League of California Cities, City of Fountain Valley, <i>City of Tustin</i></p>
<p>► SB 741 (Blakespear – D) Coastal resources: coastal development permit: exemption: Los Angeles – San Diego – San Luis Obispo Rail Corridor.</p>	<p>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.</p>	<p>INTRODUCED: 02/21/25 LOCATION: <i>Assembly Desk</i></p> <p>STATUS: 05/28/25 <i>In ASSEMBLY. Read first time. Held at Desk.</i></p>	<p><i>Oppose</i></p> <p>Support: <i>California Coastal Protection Network, City of Los Alamitos, Save Our Beaches – San Clemente, Surfrider Foundation</i></p> <p>Oppose: <i>Association of California Cities Orange County, Orange County Council of Governments</i></p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 752 (Richardson – D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.</p>	<p>Would extend tax exemption on retailers for specified zero-emission technology transit buses until January 1, 2028.</p>	<p>INTRODUCED: 02/21/25 LOCATION: <i>Senate Committee on Appropriations</i></p> <p>STATUS: <i>05/23/25 In SENATE. Held in committee and under submission.</i></p>	<p>Support (partial list)</p> <p>Support: CTA (sponsor), Alameda-Contra Costa Transit District, <i>Foothill Transit, San Francisco Municipal Transportation Agency, Riverside Transit Agency, Metropolitan Transit System (San Diego)</i></p>

BILLS BEING MONITORED

AB 10 (Essayli), which pertained to the California Coastal Commission and consistency determinations, is no longer moving forward due to the author no longer serving in the Assembly. Therefore, this bill has been removed from the matrix.

AB 12 (Wallis), which pertained to regulations on low-carbon fuel standards, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 20 (DeMaio), which pertained to homelessness, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 23 (DeMaio, R) The Cost of Living Reduction Act of 2025.

Introduced: 12/02/2024 (Spot bill)

Last Amended: 03/25/2025

Status: 03/26/2025 - Re-referred to Com. on U. & E.

Location: 03/24/2025 - Assembly Utilities and Energy

Summary: Current law vests the State Energy Resources Conservation and Development Commission (Energy Commission) with various responsibilities for developing and implementing the state's energy policies. This bill, the Cost of Living Reduction Act of 2025, would require the Energy Commission and the Public Utilities Commission to post, and update monthly, dashboards on their internet websites that include the difference in average gasoline prices and the average total price of electricity or natural gas in California compared to national averages, and any California-specific taxes, fees, regulations, and policies that directly or indirectly contribute to higher gasoline and electricity or natural gas prices within the state, as specified. The bill would require the Energy Commission and the PUC, on or before July 1, 2026, to each submit a report to the Legislature on the governmental and nongovernmental drivers of California's higher gasoline prices and higher electricity and natural gas prices, and recommendations for policy changes to reduce the costs associated with those drivers, as specified. If the average price of gasoline in California exceeds 10% of the national average in the preceding quarter, the bill would require all taxes and fees on gasoline, as specified, to be suspended for a period of 6 months, and, if the average price of electricity or natural gas in California exceeds 10% of the national average in the preceding quarter, the bill would require the PUC to suspend the collection of all fees, as specified, charged on electricity and natural gas bills for a period of 6 months.

AB 24 (DeMaio), which pertained to San Diego Association of Governments (SCAG)'s board of directors, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 35 (DeMaio), which pertained to clean hydrogen transportation projects, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 41 (Macedo), which pertained to retail gasoline prices and public disclosure, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 62 (McKinnor, D) Agency: racially motivated eminent domain.

Introduced: 12/02/2024 (Spot bill)

Last Amended: 02/24/2025

Status: 05/29/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 57. Noes 4.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/29/2025 - Senate Rules

Summary: Current law establishes, until January 1, 2030, the Racial Equity Commission within the Office of Planning and Research and requires the commission to develop resources, best practices, and tools for advancing racial equity by, among other things, developing a statewide Racial Equity Framework that includes methodologies and tools that can be employed to advance racial equity and address structural racism in California. This bill would require the Office of Legal Affairs within the ____ Agency, to, upon appropriation by the Legislature, review, investigate, and make certain determinations regarding applications from persons who claim they are the dispossessed owner, as defined, of property taken as a result of racially motivated eminent domain. The bill would define "racially motivated eminent domain" to mean when the state, county, city, city and county, district, or other political subdivision of the state acquires private property for public use and does not distribute just compensation to the owner at the time of the taking, and the taking, or the failure to provide just compensation, was due, in whole or in part, to the owner's ethnicity or race. Upon a determination that providing property or just compensation is warranted, as provided, the bill would require the Office of Legal Affairs to certify that the dispossessed owner is entitled to the return of the taken property, as specified, or other publicly held property, as defined, of equal value, or financial compensation, as specified. Upon a determination that the dispossessed owner is entitled to other publicly held property of equal value, the bill would require the Office of Legal Affairs to solicit and select, as specified, a list of recommendations of publicly held properties that are suitable as compensation, as provided. Upon a rejection of the determination of the Office of Legal Affairs by the state or local agency that took property by racially motivated eminent domain, the bill would authorize the dispossessed owner, as specified, to bring an action to challenge the taking or the amount of compensation, as provided.

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

Introduced: 01/16/2025

Last Amended: 04/21/2025

Status: 05/14/2025 - Referred to Coms. on L. GOV. and JUD.

Location: 05/14/2025 - Senate Local Government

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

Status: 05/07/2025 - Referred to Com. on TRANS.

Calendar: 06/10/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 05/07/2025 - Senate Transportation

Summary: The Freeway Service Patrol 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 authorize a participating regional or local entity to generate additional revenue for its freeway service patrol by entering into exclusive sponsorship agreements that allow for the display of a sponsor's name and logo on participating tow trucks, as specified, that are in addition to the above-described required logo.

AB 267 (Macedo), which pertained to the Greenhouse Gas Reduction Fund, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 273 (Sanchez), which pertained to the Greenhouse Gas Reduction fund and high-speed rail, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 288 (McKinnor, D) Employment: labor organization.

Introduced: 01/22/2025

Last Amended: 04/21/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #53 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current law establishes the Public Employment Relations Board (PERB) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining. Under current law, PERB has the power and duty to investigate an unfair practice charge and to determine whether the charge is justified and the appropriate remedy for the unfair practice. This bill would expand PERB's jurisdiction by authorizing a worker, as defined, to petition PERB to vindicate prescribed rights, as specified. The bill would specify who is an authorized worker, including an individual who petitions the National Labor Relations Board to vindicate their rights to full freedom of association, self-organization, or designation of representatives of their own choosing but has not received a determination or remedy within specified statutory timeframes. The bill would authorize PERB to, among other things, decide unfair labor practice cases, as specified, and order all appropriate relief for a violation, including civil penalties. The bill would establish the Public Employment Relations Board Enforcement Fund (fund) in the State Treasury, require the above-described civil penalties to be deposited into the fund, and would make moneys in the fund available upon appropriation by the Legislature for PERB to fund increased workload. The bill would make related findings and declarations and make its provisions severable.

AB 289 (Haney, D) State highway work zone speed safety program.

Introduced: 01/22/2025

Last Amended: 05/05/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #54 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current law authorizes, until January 1, 2032, the City of Malibu to establish a speed safety system pilot program for speed enforcement on the Pacific Coast Highway if the system meets specified requirements. Current law requires the city to administer a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations. Current law requires the city to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. Current law also requires the city to develop guidelines for, among other things, the processing and storage of confidential information. Current law requires photographic or administrative records made by a system to be confidential, except as specified, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill would authorize, until January 1, 2032, the Department of Transportation to establish a similar program for speed enforcement that utilizes up to 75 speed safety systems on state highway construction or maintenance areas, as specified. The bill would require the department to adopt written guidelines for the use of speed safety systems before entering into an agreement regarding a speed safety system, purchasing or leasing equipment for a program, or implementing a program, and would require the department, in developing the guidelines, to consult with the Department of the California Highway Patrol and other relevant stakeholder organizations.

AB 314 (Arambula), which pertained to affordable housing project eligibility, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

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

Introduced: 01/28/2025

Last Amended: 05/12/2025

Status: 05/28/2025 - Referred to Coms. on TRANS. and JUD.

Location: 05/28/2025 - Senate Transportation

Summary: 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 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 license plate data, transponder data, or transaction data and that is required to implement interstate interoperability.

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

Introduced: 01/28/2025

Last Amended: 03/05/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #60 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

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 351 (McKinnor, D) Campaign contributions: agency officers.

Introduced: 01/30/2025

Status: 04/30/2025 - In committee: Set, second hearing. Failed passage. Reconsideration granted.

Location: 02/18/2025 - Assembly Elections

Summary: The Political Reform Act of 1974 prohibits an officer of an agency from accepting, soliciting, or directing a contribution of more than \$500 from any party, participant, or a party or participant's agent, while a proceeding involving a license, permit, or other entitlement for use is pending before the agency and for 12 months following the date a final decision is rendered in the proceeding, if the officer knows or has reason to know that the participant has a financial interest, as defined. The act also prohibits an officer of an agency from making, participating in making, or in any way attempting to use the officer's official position to influence the decision in a proceeding involving a license, permit, or other entitlement for use pending before the agency if the officer has willfully or knowingly received a contribution of more than \$500 within the preceding 12 months from a party or a party's agent, or from any participant or a participant's agent, if the officer knows or has reason to know that the participant has a financial interest in the decision, as defined. This bill would increase the contribution thresholds described above from \$500 to \$1500.

AB 357 (Alvarez, D) Coastal resources: coastal development permit application: higher education housing project.

Introduced: 01/30/2025

Last Amended: 04/30/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #66 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: The Coastal Act of 1976, which is administered by the California Coastal Commission, requires a person wishing to perform or undertake any development in the coastal zone to obtain a coastal development permit. This bill would require the commission to approve or deny a complete application for a coastal development permit for a student housing project or a faculty and staff housing project within 90 days of submittal, except as specified.

AB 370 (Carrillo, D) California Public Records Act: cyberattacks.

Introduced: 02/03/2025

Last Amended: 03/12/2025

Status: 05/28/2025 - Referred to Com. on JUD.

Calendar: 06/17/25 S-JUDICIARY 1:30 p.m. - 1021 O Street, Room 2100 UMBERG, THOMAS, Chair

Location: 05/28/2025 - Senate Judiciary

Summary: The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Current law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Current law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines "unusual circumstances" to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency's ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format.

AB 382 (Berman, D) Pedestrian safety: school zones: speed limits.

Introduced: 02/03/2025

Last Amended: 04/07/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #72 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current law establishes a prima facie speed limit of 25 miles per hour when approaching or passing a school building or grounds contiguous to a highway or when the school grounds are not separated from the highway, as specified. Current law authorizes a local authority, by ordinance or resolution, to reduce the prima facie speed limit based on an engineering and traffic survey, as specified. This bill would, notwithstanding the above provision and until January 1, 2029, authorize a local authority, by ordinance or resolution, to determine and declare a prima facie speed limit of 20 miles per hour in a school zone. The bill would, beginning on January 1, 2029, establish a prima facie speed limit of 20 miles per hour in a school zone, as defined, subject to specified conditions, including, among others, when a school speed limit sign states "children are present" and children are present, as defined, and when a school speed limit sign states specific hours, as specified.

AB 390 (Wilson, D) Vehicles: highway safety.

Introduced: 02/03/2025

Last Amended: 05/20/2025

Status: 05/20/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

Calendar: 06/10/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 05/07/2025 - Senate Transportation

Summary: Current law requires a driver approaching, among others, a stationary marked Caltrans vehicle that is displaying flashing lights to approach with due caution and either change lanes to a lane not immediately adjacent to the vehicle, or, if unable to safely do so, slow to a reasonable and prudent speed, as specified. Current law makes a violation of that provision an infraction, punishable by a fine of not more than \$50. This bill would expand that requirement to apply to all marked highway maintenance vehicles, as defined, and would also make that requirement applicable to any other stationary vehicle displaying flashing hazard lights or another warning device, including, but not limited to, cones, flares, or retroreflective devices.

AB 394 (Wilson, D) Public transportation providers.

Introduced: 02/03/2025

Last Amended: 04/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #74 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current law defines a battery as any willful and unlawful use of force or violence upon the person of another. Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, public transportation provider, or contractor of a public transportation provider.

AB 399 (Boerner, D) Coastal resources: coastal development permits: blue carbon demonstration projects.

Introduced: 02/04/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #76 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: The California Coastal Act of 1976, among other things, requires anyone wishing to perform or undertake any development in the coastal zone, except as specified, in addition to obtaining any other permit required by law from any local government or from any state, regional, or local agency, to obtain a coastal development permit from the California Coastal Commission or local government, as provided. This bill would authorize the commission to authorize blue carbon demonstration projects, as defined, in order to demonstrate and quantify the carbon sequestration potential of these projects to help inform the state's natural and working lands and climate resilience strategies.

AB 404 (Sanchez), which pertained to California Environmental Quality Act (CEQA) exemptions, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 406 (Bennett, D) Energy: transportation fuels assessment.

Introduced: 02/04/2025

Last Amended: 03/04/2025

Status: 05/14/2025 - Referred to Com. on E., U & C.

Location: 05/14/2025 - Senate Energy, Utilities and Communications

Summary: Current law requires the State Energy Resources Conservation and Development Commission, on or before January 1, 2024, and every 3 years thereafter, to submit an assessment related to transportation fuels to the Legislature, as specified. This bill would require the commission, beginning with the first assessment submitted after January 1, 2025, to propose recommendations for implementing solutions to mitigate any impacts described in the assessment, and would authorize the commission to request information from the State Air Resources Board, the Geologic Energy Management Division, and other relevant state agencies in preparing the recommendations and the assessment.

AB 434 (DeMaio), which pertained to battery energy storage facilities, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 439 (Rogers, D) California Coastal Act of 1976: local planning and reporting.

Introduced: 02/06/2025

Status: 05/07/2025 - Referred to Com. on N.R. & W.

Calendar: 06/10/25 S-NATURAL RESOURCES AND WATER 9 a.m. - 1021 O Street, Room 2100
LIMÓN, MONIQUE, Chair

Location: 05/07/2025 - Senate Natural Resources and Water

Summary: The Coastal Act generally requires each local government, as specified, to prepare a local coastal program, for certification by the California Coastal Commission. Current law also imposes an analogous requirement on port governing bodies to prepare port master plans, for certification by the commission. With regard to local coastal programs and port master plans, current law provides that an amendment determined to be de minimis by the executive director of the commission, after notice in the agenda of the next scheduled commission meeting, becomes a part of the certified program or plan 10 days after the commission meeting if 3 or more members of the commission do not object to the de minimis determination. This bill would make de minimis amendments to local coastal programs and port master plans effective upon adjournment of that meeting if 3 or more members of the commission do not object to the de minimis determination.

AB 440 (Ramos, D) Suicide prevention.

Introduced: 02/06/2025

Last Amended: 04/10/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #86 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current law authorizes the State Department of Public Health to establish the Office of Suicide Prevention. Current law authorizes the office, if established, to perform certain functions, including, among others, conducting state-level assessment of regional and statewide suicide prevention policies and practices and reporting on progress to reduce rates of suicide. This bill would require the office to work with the Department of Transportation to identify cost-effective strategies to reduce suicides and suicide attempts on the state's bridges and roadways.

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

Introduced: 02/06/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #87 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

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 462 (Lowenthal, D) Land use: accessory dwelling units.

Introduced: 02/06/2025

Last Amended: 05/13/2025

Status: 05/13/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on N.R. & W.

Location: 04/23/2025 - Senate Natural Resources and Water

Summary: Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units in areas zoned for single-family or multifamily dwelling residential use in accordance with specified standards and conditions. Current law prohibits a local agency from issuing a certificate of occupancy for an accessory dwelling unit before the local agency issues a certificate of occupancy for the primary dwelling. This bill, notwithstanding that prohibition, would require a local agency to issue a certificate of occupancy for an accessory dwelling unit constructed in a county that is subject to a proclamation of a state of emergency made by the Governor on or after February 1, 2025, even if the primary dwelling has not yet been issued a certificate of occupancy, if certain requirements are met, including that the primary dwelling was substantially damaged or destroyed by an event referenced in the state of emergency proclamation.

<p><i>AB 513 (Gonzalez), which pertained to the California Global Warming Solutions Act of 2006, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.</i></p>

AB 544 (Davies, R) Electric bicycles: required equipment.

Introduced: 02/11/2025

Last Amended: 03/24/2025

Status: 05/21/2025 - Referred to Com. on TRANS.

Calendar: 06/10/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 05/21/2025 - Senate Transportation

Summary: Current law requires a bicycle operated during darkness on a highway, sidewalk, or bikeway to be equipped with, among other things, a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. Current law defines "bicycle" for these purposes to, among other things, include an electric bicycle. Current 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 and categorizes electric bicycles into 3 classes. A violation of the provisions relating to the requirements for equipping a bicycle or an electric bicycle is punishable as an infraction. This bill would require an electric bicycle during all hours to be equipped with a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.

AB 545 (Davies, R) Vehicles: electric bicycles.

Introduced: 02/11/2025

Last Amended: 03/24/2025

Status: 05/21/2025 - Referred to Com. on TRANS.

Calendar: 06/10/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 05/21/2025 - Senate Transportation

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, among other things, 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 current law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that, in pertinent part, 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 from selling a product or device that can modify the speed capability of an electric bicycle so that it no longer meets the definition of an electric bicycle. This bill would also prohibit a person from selling an application that can modify the speed capability of an electric bicycle.

AB 513 (549), which pertained to human trafficking, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 555 (Jackson), which pertained to transportation fuel costs, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 569 (Stefani), which pertained to supplemental defined benefit plans, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 591 (Caloza), which pertained to mutual aid, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 596 (McKinnor, D) Occupational safety: face coverings.

Introduced: 02/13/2025

Last Amended: 03/10/2025

Status: 05/28/2025 - Referred to Com. on L., P.E. & R.

Calendar: 06/11/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

Location: 05/28/2025 - Senate L., P.E. & R.

Summary: Until February 3, 2025, current regulations promulgated by the Occupational Safety and Health Standards Board, in all areas of employment except as specified, prohibit an employer from preventing any employee from wearing a face covering, including a respirator, as specified, unless it would create a safety hazard. Current regulations define various terms for purposes of this prohibition. This bill would prohibit an employer from preventing any employee from wearing a face covering, including a respirator, unless it would create a safety hazard. Consistent with the above-referenced regulations, the bill would define terms for purposes of these provisions.

AB 612 (Rogers), which pertained to updating the Highway Design Manual, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 614 (Lee), which pertained to claims against public entities, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 623 (Dixon), which pertained to coastal development permit exemptions, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 658 (Gonzalez), which pertained to registration fees for vehicles, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 697 (Wilson, D) Protected species: authorized take: State Route 37 project.

Introduced: 02/14/2025

Last Amended: 05/06/2025

Status: 05/15/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #22 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/15/2025 - Assembly THIRD READING

Summary: This bill would permit the Department of Fish and Wildlife to authorize, under the California Endangered Species Act, the incidental take of specified fully protected species resulting from impacts attributable to a specified project on State Route 37, if certain conditions are met, including, among others, the conditions required for the issuance of an incidental take permit.

AB 699 (Stefani, D) Elections: local tax measures.

Introduced: 02/14/2025

Last Amended: 05/05/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #145 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Under current law, if a proposed local measure imposes a tax or raises the rate of a tax, the ballot must include the amount of money to be raised annually by the tax and the rate and duration of the tax. If the measure imposes or increases a tax with more than one rate or authorizes the issuance of bonds, this bill would allow the local government or initiative proponents submitting the measure to the voters to direct the elections official to include on the ballot a statement directing the voters to the county voter information guide for tax rate information, in lieu of providing the information described above. If the local government or initiative proponents choose to direct voters to the county voter information guide, the bill would require local elections officials to mail a measure information statement with the sample ballot for the election. The bill would require the measure information statement to include, among other things, a description of the purpose of the tax and how the revenue will be spent, a list of all tax rates expected to apply, and the duration of the tax.

AB 719 (Calderon), which pertained to county emergency plans, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 734 (Schultz, D) Environmental protection: biological resources data: State Energy Resources Conservation and Development Commission: powerplants: power lines: applications.

Introduced: 02/18/2025

Last Amended: 04/21/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #153 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current law vests the State Energy Resources Conservation and Development Commission with the power to certify locations on which an electrical transmission line or thermal powerplant is constructed, or is proposed to be constructed, except as provided. Current law authorizes the commission to exempt from certification a thermal powerplant with a generating capacity of up to 100 megawatts, and modifications to existing generating facilities that do not add capacity in excess of 100 megawatts, if the commission finds that no substantial adverse impact on the environment or energy resources will result from the construction or operation of the proposed facility or from the modifications. This bill would require any biological resources data submitted to the commission in an application for certification or small powerplant exemption pursuant to the above-described provisions to be made publicly available on the commission's docket as part of the certification proceeding unless the Department of Fish and Wildlife makes a written determination that the data to be made public includes specified location data, the disclosure of which would pose a significant risk to individuals of the species. The bill would require the department, if it makes that determination, to include in the written determination an assessment of the maximum amount of the specified data that can be released without posing a risk to the species.

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

Introduced: 02/18/2025

Last Amended: 04/24/2025

Status: 05/15/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #23 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/15/2025 - Assembly THIRD READING

Summary: Current law, beginning January 1, 2026, prescribes various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, including, among other things, standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. Current law defines various terms, including "21st century warehouse," and "tier 1 21st century warehouse," for purposes of those provisions as logistics uses that, among other things, comply with specified building and energy efficiency standards, including requirements related to the availability of conduits and electrical hookups to power climate control equipment at loading bays, as specified. Existing law, subject to specified exceptions, defines "logistics use" for these purposes to mean a building in which cargo, goods, or products are moved or stored for later distribution 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. 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.

AB 810 (Irwin), which pertained to local governments' internet websites and email addresses, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 830 (Rogers, D) State highways: encroachment permits: relocating or removing encroachments: public utility districts: County of Mendocino.

Introduced: 02/19/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #371 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Existing law establishes the Department of Transportation and vests it with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Existing law authorizes the department to issue written permits to, among other things, place, change, or renew an encroachment. Existing law requires a permit issued to a county, city, public corporation, or political subdivision that is authorized by law to establish or maintain any works or facilities in, under, or over any public highway, to contain a provision that, in the event the future improvement of the highway necessitates the relocation or removal of the encroachment, the permittee will relocate or remove the encroachment at the permittee's sole expense, as provided. This bill would exempt a public utility district in the County of Mendocino with a ratepayer base of 5,000 households or fewer from the above-described provision and instead would require the department to bear the sole expense of relocating or removing the public utility district's encroachment in the event a future improvement of the highway necessitates the relocation or removal of the encroachment and to notify the public utility district at each stage of a project that necessitates the relocation or removal of the public utility district's encroachment. This bill contains other related provisions.

AB 840 (Ta), which pertained to outdoor advertising displays, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 861 (Solache), which pertained to the Los Angeles Community College District's transportation, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 875 (Muratsuchi, D) Vehicle removal.

Introduced: 02/19/2025

Last Amended: 04/21/2025

Status: 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/23/2025 - Senate Rules

Summary: Current law authorizes a peace officer or a regularly employed and salaried employee who is engaged in directing traffic or enforcing parking laws and regulations to remove a vehicle when, among other things, the officer arrests a person driving or in control of a vehicle for an alleged offense, and the officer is, by the Vehicle Code or other law, required or permitted to take, and does take, the person into custody. This bill would additionally authorize a peace officer to remove a vehicle that (1) has fewer than 4 wheels, but that does not meet the definition of an electric bicycle, if that vehicle is powered by an electric motor capable of exclusively propelling the vehicle in excess of 20 miles per hour on a highway and is being operated without a current vehicle registration or by an operator without a current license to operate the vehicle, or (2) is a class 3 electric bicycle being operated by a person under 16 years of age. The bill would authorize a city, county, or city and county to adopt a regulation, ordinance, or resolution imposing charges equal to its administrative costs relating to the removal, seizure, and storage costs of the vehicle, as provided.

AB 883 (Lowenthal), which pertained to personal information of elected and appointed officials, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 889 (Hadwick, R) Prevailing wage: per diem wages.

Introduced: 02/19/2025

Status: 05/21/2025 - Referred to Com. on L., P.E. & R.

Calendar: 06/11/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

Location: 05/21/2025 - Senate L., P.E. & R.

Summary: Current law requires workers employed on public works to be paid not less than the general prevailing rate of per diem wages for work of a similar character in the locality that the public work is performed, as prescribed, unless an exception applies. Current law requires the Director of the Department of Industrial Relations to determine the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed. Under current law, per diem wages include certain employer payments made pursuant to a collective bargaining agreement or for a program or committee established under the federal Labor Management Cooperation Act of 1978, as specified. Current law provides that these payments are a credit against the obligation to pay the general prevailing rate of per diem wages. Current law requires the credit for employer payments to be computed on an annualized basis where the employer seeks credit for employer payments that are higher for public works projects than for private construction performed by the same employer, except under certain circumstances, including a determination by the director that annualization would not serve the purposes of the provisions relating to public works projects. This bill would remove that exception and revoke annualization exemptions authorized by the director prior to January 1, 2026. The bill would authorize an employer to take full credit for the hourly amounts contributed to defined contribution pension plans that provide for both immediate participation and immediate vesting even if the employer contributes at a lower rate or does not make contributions to private construction. The bill would require the employer to prove that the credit for employer payments was calculated properly.

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

Introduced: 02/19/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #189 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

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

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

Introduced: 02/19/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #377 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

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. The bill would exempt a project on the state highway system from this requirement if Caltrans is the lead agency.

AB 905 (Pacheco), which pertained to state general obligation bonds, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

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

Introduced: 02/19/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #193 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

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 914 (Garcia, D) Air pollution: indirect sources.

Introduced: 02/19/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #378 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution. Existing law authorizes an air district to adopt a schedule of fees to be assessed on indirect sources of emissions to recover the costs of district programs related to these sources. This bill would require the state board, if necessary to carry out that duty to achieve those ambient air quality standards, to adopt and enforce rules and regulations applicable to indirect sources of emissions. The bill would require the state board to establish a schedule of fees on facilities and mobile sources to cover the reasonable costs of implementing and enforcing the regulations and would require the fees to be deposited in the Air Pollution Control Fund and made available to the state board upon appropriation by the Legislature. The bill would require each air district, no later than 120 days after the adoption by the state board of indirect source regulations, to determine if the district or the state board will implement and enforce those regulations within its jurisdiction, as specified. The bill would require the state board to annually prepare a presentation on the impacts and effects of any indirect source regulations that it adopts and to post that presentation on its internet website. This bill contains other related provisions and other existing laws.

AB 939 (Schultz, D) The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.

Introduced: 02/19/2025

Status: 03/10/2025 - Referred to Com. on TRANS.

Location: 03/10/2025 - Assembly Transportation

Summary: Would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.

AB 954 (Bennett, D) State transportation improvement program: bicycle highway pilot program.

Introduced: 02/20/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #201 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current law establishes the state transportation improvement program (STIP) process, pursuant to which the California Transportation Commission programs, on a biennial basis, available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, for the 5-year period of the STIP, based on the interregional transportation improvement program (ITIP) prepared by the Department of Transportation and the regional transportation improvement programs (RTIP) prepared by regional transportation planning agencies. This bill would require the department to prepare a proposal for the development, including the selection, of sites for a pilot program establishing branded networks of bicycle highways that are numbered and signed within 2 of California's major metropolitan areas. The bill would require the department, on or before January 1, 2030, to include the proposal in the draft ITIP and would require the department to perform all other actions necessary for the pilot program to be programmed in the STIP, as specified.

AB 963 (Petrie-Norris, D) Public works: prevailing wages: access to records.

Introduced: 02/20/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #207 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Current law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. Current law requires any copy of records made available for inspection as copies and furnished upon request to the public or any public agency to be marked or obliterated to prevent disclosure of an individual's name, address, and social security number but specifies that any copy of records made available to a Taft-Hartley trust fund for the purposes of allocating contributions to participants be marked or obliterated only to prevent disclosure of an individual's full social security number, as specified. This bill would require an owner or developer, as defined, undertaking any public works project to make specified records available upon request to the Division of Labor Standards Enforcement, to multiemployer Taft-Hartley trust funds, and to joint labor-management committees, as specified. The bill would also apply this requirement to an owner or developer that undertakes a development project that includes work subject to the requirements of public works.

AB 965 (Dixon, R) Vehicles: electric bicycles.

Introduced: 02/20/2025

Last Amended: 04/21/2025

Status: 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/23/2025 - Senate Rules

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, among other things, 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 current law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that, in pertinent part, 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. A violation of this provision is punishable as an infraction. This bill would prohibit a person from selling a class 3 electric bicycle to a person under 16 years of age and would make a violation of that prohibition an infraction punishable by a fine not to exceed \$250.

AB 978 (Hoover, R) Department of Transportation and local agencies: streets and highways: recycled materials.

Introduced: 02/20/2025

Last Amended: 04/01/2025

Status: 05/21/2025 - Referred to Com. on TRANS.

Calendar: 06/10/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 05/21/2025 - Senate Transportation

Summary: Current law requires a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to apply standard specifications that allow for the use of recycled materials in streets and highways, except as provided. Current law requires, until January 1, 2027, those standard specifications to allow recycled materials at or above the level allowed in the department's standard specifications that went into effect on October 22, 2018, for specified materials. This bill would indefinitely require a local government's standard specifications to allow recycled materials at a level no less than the level allowed in the department's specifications for those specified materials. If a local agency's standard specifications do not allow for the use of recycled materials at a level that is equal to or greater than the level allowed in the department's standard specifications on the basis that the use of those recycled materials at those levels is not feasible, the bill would require the local agency to provide the reason for that determination upon request. By increasing the duties of local agencies, the bill would impose a state-mandated local program.

AB 986 (Muratsuchi, D) State of emergency and local emergency: landslides and climate change.

Introduced: 02/20/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #382 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Existing law, the California Emergency Services Act, authorizes the Governor to declare a state of emergency, and local officials and local governments to declare a local emergency, when specified conditions of disaster or extreme peril to the safety of persons and property exist, and authorizes the Governor or the appropriate local government to exercise certain powers in response to that emergency. Existing law defines 3 conditions or degrees of emergency for purposes of these provisions. This bill would additionally include a landslide among those conditions constituting a state of emergency or local emergency.

AB 996 (Pellerin, D) Public Resources: sea level rise plans.

Introduced: 02/20/2025 (Spot bill)

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #384 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current law requires local governments lying in whole or in part within the coastal zone or within the jurisdiction of the San Francisco Bay Conservation and Development Commission to, on or before January 1, 2034, develop a sea level rise plan with specified required content as part of a local coastal program that is subject to approval by the California Coastal Commission or the San Francisco Bay Conservation and Development Commission. This bill would authorize the applicable commission, when approving a local coastal plan or an amendment to a local coastal plan, to deem existing sea level rise information or plans prepared by a local government to satisfy the content requirements for a sea level rise plan.

AB 1014 (Rogers, D) Traffic safety: speed limits.

Introduced: 02/20/2025

Last Amended: 04/08/2025

Status: 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 67. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/23/2025 - Senate Rules

Summary: Current law establishes various default speed limits for vehicles upon highways, as specified. Existing law requires the Department of Transportation, by regulation, to require speed limits to be rounded up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. Current law authorizes a local authority to additionally lower the speed limit in specified circumstances, or retain the currently adopted speed limit in certain circumstances. This bill would authorize the department to additionally lower or retain the speed limit in those specified circumstances.

AB 1015 (Patel), which pertained to discrimination and harassment prevention training, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

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

Introduced: 02/20/2025

Last Amended: 05/01/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #212 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

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 performance evaluations of the covered ADS and provide deployers to whom the developer transfers the covered ADS with certain information, including the results of those performance evaluations.

AB 1022 (Kalra), which pertained to the authority to remove vehicles, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1058 (Gonzalez, Jeff, R) Motor Vehicle Fuel Tax Law: suspension of tax.

Introduced: 02/20/2025

Status: 03/10/2025 - Referred to Com. on TRANS.

Location: 03/10/2025 - Assembly Transportation

Summary: The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.

AB 1067 (Quirk-Silva, D) Public employees' retirement: felony convictions.

Introduced: 02/20/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #397 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: The California Public Employees' Pension Reform Act of 2013 requires a public employee who is convicted of any state or federal felony for conduct arising out of, or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to forfeit all accrued rights and benefits in any public retirement system from the earliest date of the commission of the felony to the date of conviction, and prohibits the public employee from accruing further benefits in that public retirement system. Current law defines "public employee" for purposes of these provisions to mean an officer, including one who is elected or appointed, or an employee of a public employer. Current law also requires an elected public officer, who takes public office, or is reelected to public office, on or after January 1, 2006, and who is convicted during or after holding office of any felony involving accepting or giving, or offering to give, any bribe, the embezzlement of public money, extortion or theft of public money, perjury, or conspiracy to commit any of those crimes arising directly out of their official duties as an elected public officer, to forfeit all rights and benefits under, and membership in, any public retirement system in which they are a member, effective on the date of final conviction, as provided. This bill would require a public employer that is investigating a public employee for misconduct arising out of or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to continue the investigation even if the public employee retires while under investigation, if the investigation indicates that the public employee may have committed a crime. The bill would require a public employer, if the investigation indicates that the public employee may have committed a crime, to refer the matter to the appropriate law enforcement agency, and would then authorize the public employer to close the investigation.

AB 1070 (Ward), which pertained transit districts' nonvoting members, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1085 (Stefani, D) License plates: obstruction or alteration.

Introduced: 02/20/2025

Last Amended: 04/08/2025

Status: 05/28/2025 - Referred to Coms. on TRANS. and PUB. S.

Calendar: 06/10/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 05/28/2025 - Senate Transportation

Summary: Current law prohibits a person from erasing the reflective coating of, painting over the reflective coating of, or altering a license plate to avoid visual or electronic capture of the license plate or its characters by state or local law enforcement. Current law prohibits a person from installing or affixing on a vehicle a casing, shield, frame, border, product, or other device that obstructs or impairs the reading or recognition of a license plate by an electronic device operated by state or local law enforcement, an electronic device operated in connection with a toll road, high-occupancy toll lane, toll bridge, or other toll facility, or a remote emission sensing device, as specified. Current law also prohibits the sale of a product or device that obscures, or is intended to obscure, the reading or recognition of a license plate by visual means, or by an electronic device in violation of the above-described provisions. A conviction for a violation of this provision is punishable by a fine of two hundred fifty dollars \$250 per item sold or per violation. A violation of the Vehicle Code is a crime. This bill would further prohibit a person from installing or affixing a shade or tint that obstructs the reading or recognition of a license plate by an electronic device operated by state or local law enforcement, an electronic device operated in connection with a toll road, high-occupancy toll lane, toll bridge, or other toll facility, or a remote emission sensing device, as specified.

AB 1091 (Gallagher), which pertained to license plates, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1114 (Ávila Fariás, D) Emergency vehicles: fee and toll exemptions.

Introduced: 02/20/2025

Last Amended: 04/21/2025

Status: 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/23/2025 - Senate Rules

Summary: Current 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 and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and a public agency identification, such as "Police." This bill would extend the exemption from fees imposed under the Vehicle Code to a vehicle owned by a public or private entity used as an authorized emergency vehicle, as defined. The bill would include in the exemption of an authorized emergency vehicle exempt from the payment of a toll or charge a vehicle displaying an exempt license plate and "Ambulance."

AB 1132 (Schiavo), which pertained to climate change vulnerability assessments, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1141 (Lee, D) Alameda-Contra Costa Transit District: board of directors: election: compensation.

Introduced: 02/20/2025

Status: 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/23/2025 - Senate Rules

Summary: Existing law establishes procedures for the formation of the Alameda-Contra Costa Transit District and specifies the powers and duties of the transit district. Existing law vests the government of the district in a board of directors comprised of 7 directors, one from each ward, and 2 elected at large. Existing law requires a nomination paper for a candidate seeking election to a directorship to be signed by 50 voters, if seeking to be elected by ward, and by 100 voters, if seeking to be elected at large. Existing law provides 4-year terms for directors, as specified. Existing law contains obsolete requirements governing the term lengths for directors elected at the initial election following the formation of the district. This bill would eliminate directors at large and would instead require all 7 directors to be elected from wards. The bill would specify the terms of office for the directors elected at the November 3, 2026, and November 7, 2028, statewide general elections. The bill would repeal the obsolete provisions governing the initial election. To the extent this bill would increase the district's duties, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

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: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #405 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

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 1223 (Nguyen, D) Local Transportation Authority and Improvement Act: Sacramento Transportation Authority.

Introduced: 02/21/2025 (Spot bill)

Last Amended: 04/30/2025

Status: 05/28/2025 - Referred to Coms. on TRANS. and REV. & TAX.

Location: 05/28/2025 - Senate Transportation

Summary: The Local Transportation Authority and Improvement Act authorizes a county board of supervisors to create or otherwise designate a local transportation authority in the county that may impose a transactions and use tax for transportation purposes subject to voter approval and other specified requirements. Pursuant to that authority, the county board of supervisors of the County of Sacramento created the Sacramento Transportation Authority (STA). This bill would provide that the allowable expenditure categories for revenues from a tax imposed by STA include the construction, modernization, and improvement of infrastructure, as defined, that supports infill or transit-oriented development in areas nominated by local governments, and included in regionally adopted plans that advance state greenhouse gas emissions reduction objectives, as specified.

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

Introduced: 02/21/2025

Last Amended: 05/29/2025

Status: 05/29/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

Location: 05/28/2025 - Senate Transportation

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 1243 (Addis, D) Polluters Pay Climate Superfund Act of 2025.

Introduced: 02/21/2025

Last Amended: 04/10/2025

Status: 04/29/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 04/22/2025 - Assembly Judiciary

Summary: The California Climate Crisis Act declares that it is the policy of the state both to achieve net-zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period.

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: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #257 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly 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. Under current law, the Transit-Oriented Development Implementation Program is administered by the Department of Housing and Community Development to provide local assistance to developers for the purpose of developing higher density uses within close proximity to transit stations as provided. Current law establishes the Transit-Oriented Development Implementation Fund and, to the extent funds are available, requires the department to make loans for the development and construction of housing development projects within close proximity to a transit station that meet specified criteria. 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 1250 (Papan, D) Transit operators: paratransit: recertification of eligibility.

Introduced: 02/21/2025

Last Amended: 04/10/2025

Status: 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/23/2025 - Senate Rules

Summary: Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4 percent sales tax in each county are, among other things, available for allocation by the transportation planning agency to transit operators and for community transit services. Current law requires a transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to provide those services consistent with certain requirements. This bill would prohibit, on and after January 1, 2027, those transit operators from requiring a person who receives, or is eligible to receive, paratransit services based on a disability or medical condition, and whose condition cannot reasonably be expected to improve, to recertify their eligibility, unless the person has a temporary eligibility or there is a review to broaden the person's eligibility, as specified. The bill would require a temporary eligibility to be valid for 180 days or until the date indicated by the person's medical professional, as specified. The bill would prohibit renewal of temporary eligibility more than 6 consecutive times. To the extent the bill would impose additional duties on a local agency, it would impose a state-mandated local program.

AB 1268 (Macedo, R) Motor Vehicle Fuel Tax Law: adjustment suspension.

Introduced: 02/21/2025

Status: 03/10/2025 - Referred to Com. on TRANS.

Location: 03/10/2025 - Assembly Transportation

Summary: The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families.

AB 1275 (Elhawary, D) Regional housing needs: regional transportation plan.

Introduced: 02/21/2025 (Spot bill)

Last Amended: 04/24/2025

Status: 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/23/2025 - Senate Rules

Summary: The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries and requires the general plan to include, among other mandatory elements, a housing element, and requires the housing element to include, among other things, an inventory of land suitable and available for residential development. Current law requires, for the 4th and subsequent revisions of the housing element, the department to determine the existing and projected need for housing for each region, as specified. Current law requires the department, in consultation with the council of governments, to determine the existing and projected need of housing for each region at least 2 years prior to the scheduled revision of the housing element, as provided. Current law requires the department to meet and consult with the council of governments regarding the assumptions and methodology to be used to determine the region's housing needs at least 26 months prior to the scheduled revision of the housing element, as provided. This bill, except as specified, would extend the above-described timeline for the department to determine the existing and projected need of housing for each region from 2 years to 3 years prior to the scheduled revision of the housing element, and the above-described timeline to meet and consult with a council of governments from at least 26 months to at least 38 months prior to the scheduled revision of the housing element, respectively.

AB 1286 (Boerner, D) Political Reform Act of 1974: prospective employment.

Introduced: 02/21/2025 (Spot bill)

Last Amended: 04/10/2025

Status: 05/06/2025 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/06/2025 - Senate Rules

Summary: The Political Reform Act of 1974 requires specified public officials to file statements disclosing their investments and interests in real property on the date they assume office, and income received during the 12 months before assuming office, and to file subsequent statements at intervals specified by regulations of the Fair Political Practices Commission and upon leaving office. This bill would also require those public officials to disclose arrangements for prospective employment according to specified deadlines. The bill would define "arrangement for prospective employment" as an agreement pursuant to which a prospective employer's offer of employment has been accepted by the prospective employee.

<p><i>AB 1290 (Wilson), which pertained to the High-Speed Rail Authority, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.</i></p>
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AB 1300 (Caloza), which pertained to state and local government data privacy, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1326 (Ahrens, D) Masks: individual or public health.

Introduced: 02/21/2025

Last Amended: 04/03/2025

Status: 05/21/2025 - Referred to Coms. on HEALTH and JUD.

Location: 05/21/2025 - Senate Health

Summary: Current law sets forth various provisions on the wearing of a mask for health purposes. These circumstances include, among others, a statewide stockpile of personal protective equipment (PPE) in the event of a pandemic, wildfire smoke event, or other health emergency; employer-supplied PPE to employees who provide direct patient care in a general acute care hospital; employees of commercial cannabis businesses wearing a mask for respiration; and providing peace officers with an appropriate portable manual mask and airway assembly for use when applying cardiopulmonary resuscitation to prevent the spread of communicable disease. Under this bill, an individual would have the right to wear a mask on their face in a public place for the purpose of protecting their individual health or the public health, with regard to communicable disease, air quality, or other health factors. The bill would define a mask and a public place for purposes of this provision

AB 1331 (Elhawary, D) Workplace surveillance.

Introduced: 02/21/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #420 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

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 off-duty areas, as specified. The bill would provide workers with the right to disable or leave behind workplace surveillance tools that are on their person or in their possession during off-duty hours, as specified.

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

Introduced: 02/21/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #421 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

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 1340 (Wicks, D) Transportation network company drivers: labor relations.

Introduced: 02/21/2025

Last Amended: 05/27/2025

Status: 05/28/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #437 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/28/2025 - Assembly THIRD READING

Summary: The Protect App-Based Drivers and Services Act, added by Proposition 22, as approved by the voters at the November 3, 2020, statewide general election (the initiative), categorizes app-based drivers for network companies, as defined, as independent contractors if certain conditions are met. Current law requires, among other things, that the network company provide a health care subsidy to qualifying app-based drivers, provide a minimum level of compensation for app-based drivers, and not restrict app-based drivers from working in any other lawful occupation or business. Current case law holds that specified provisions of the initiative are invalid on separation of powers grounds; however, the court severed the unconstitutional provisions, allowing the rest of the initiative to remain in effect. This bill, the Transportation Network Company Drivers Labor Relations Act, would establish that transportation network company (TNC) drivers have the right to form, join, and participate in the activities of TNC driver organizations of their own choosing to engage in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. The bill would provide that TNC drivers also have the right to refuse to join or participate in the activities of TNC driver organizations. The bill would require the board to enforce these provisions.

AB 1371 (Sharp-Collins), which pertained to occupational safety and health, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1372 (Papan), which pertained to renewable electrical generation facilities, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1379 (Nguyen), which pertained to a speed safety system pilot program, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1383 (McKinnor), which pertained to public employees' retirement benefits, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1399 (Hoover), which pertained to encroachment permits, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1421 (Wilson), which pertained to the Road Usage Charge Technical Advisory Committee, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1423 (Irwin, D) Transportation electrification: charging station uptime: regulations: violations.

Introduced: 02/21/2025

Last Amended: 04/10/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #293 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current 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. Current law requires that the uptime recordkeeping and reporting standards only apply to electric vehicle chargers and charging stations that received an incentive from a state agency or through a charge on ratepayers, apply for a minimum of 6 years, and apply to electric vehicle chargers and charging stations installed on or after January 1, 2024. This bill would delete the latter requirement. The bill would instead require the above uptime recordkeeping and reporting standards, for electric vehicle chargers and charging stations installed on or after January 1, 2024, to also apply to electric vehicle chargers and charging stations that were installed with moneys from specified consent decrees among the State Air Resources Board, Volkswagen AG, and the United States Department of Justice, as specified.

ACA 7 (Jackson, D) Government preferences.

Introduced: 02/13/2025

Last Amended: 05/07/2025

Status: 05/23/2025 - In committee: Hearing postponed by committee.

Location: 05/14/2025 - Assembly APPR. SUSPENSE FILE

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.

SB 2 (Jones, R) Low-carbon fuel standard: regulations.

Introduced: 12/02/2024

Last Amended: 03/12/2025

Status: 03/19/2025 - March 19 set for first hearing. Failed passage in committee. (Ayes 3. Noes 2.)
Reconsideration granted.

Location: 01/29/2025 - Senate Environmental Quality

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources 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. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024, or as subsequently adopted, as specified. This bill would declare that it is to take effect immediately as an urgency statute.

SB 7 (McNerney, D) Employment: automated decision systems.

Introduced: 12/02/2024 (Spot bill)

Last Amended: 05/01/2025

Status: 05/23/2025 - From committee: Do pass. (Ayes 5. Noes 1.) (May 23). Read second time. Ordered to third reading.

Calendar: 06/02/25 #68 S-SENATE BILLS -THIRD READING FILE

Location: 05/23/2025 - Senate THIRD READING

Summary: Current 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. Current 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 require an employer, or a vendor engaged by the employer, to provide a written notice that an ADS, for the purpose of making employment-related decisions, not including hiring, is in use at the workplace to all workers that will be directly or indirectly affected by the ADS, as specified. The bill would require the employer or vendor to maintain a list of all ADS currently in use and would require the notice to include the updated list. The bill would require an employer or vendor to notify, as provided, a job applicant that the employer utilizes an ADS in hiring decisions. The bill would prohibit an employer or vendor from using an ADS that does certain functions and would limit the purposes and manner in which an ADS may be used to make decisions. The bill would require an employer to allow a worker to access data collected or used by an ADS and to correct errors in data, as specified.

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

Introduced: 12/02/2024

Last Amended: 03/13/2025

Status: 05/23/2025 - From committee: Do pass. (Ayes 5. Noes 1.) (May 23). Read second time. Ordered to third reading.

Calendar: 06/02/25 #69 S-SENATE BILLS -THIRD READING FILE

Location: 05/23/2025 - Senate THIRD READING

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 30 (Cortese, D) Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.

Introduced: 12/02/2024 (Spot bill)

Last Amended: 05/05/2025

Status: 05/28/2025 - Read third time. Passed. (Ayes 28. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/28/2025 - Assembly DESK

Summary: Would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity decommissions the equipment. The bill would exempt the sale, donation, or transfer of that equipment from the prohibition if certain criteria are satisfied, including, among others, that the equipment is deemed to be in one of specified categories of emissions standards designated by the federal government for locomotives and the public entity certifies that the transaction will lead to a net air quality benefit where the receiving entity will be using the equipment.

SB 34 (Richardson, D) Air pollution: South Coast Air Quality Management District: mobile sources: public seaports.

Introduced: 12/02/2024

Last Amended: 04/30/2025

Status: 05/23/2025 - From committee: Do pass. (Ayes 6. Noes 0.) (May 23). Read second time. Ordered to third reading.

Calendar: 06/02/25 #73 S-SENATE BILLS -THIRD READING FILE

Location: 05/23/2025 - Senate THIRD READING

Summary: Current law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution. Current law provides for the creation of the South Coast Air Quality Management 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. Current law requires the district to adopt rules and regulations to carry out the south coast district air quality management plan that are not in conflict with state and federal laws and rules and regulations and requires those rules and regulations to provide for indirect source controls under certain circumstances. Pursuant to its authority, the district has proposed Rule 2304, which would require the Ports of Long Beach and Los Angeles to each develop a comprehensive plan for charging and fueling infrastructure for equipment, vehicles, and vessels used in port operations and whose source of propulsion energy or other use of energy, or both, is not, or is not primarily, derived from combustion of conventional fuels. In the event the board of the district takes an action to amend or adopt that proposed rule or takes one of specified similar actions regarding an operation or marine terminal facility at a public seaport, this bill would require the action to, among other things, require those ports to prepare assessments of energy demand and supply, cost estimates, and funding source, workforce, and environmental impacts and create a process by which those ports can request extensions to the timelines developed to achieve the action's targets. The bill would also prohibit the action from, among other things, imposing a cap on cargo throughput or limiting operations at the ports. The bill would repeal its provisions on January 1, 2036.

SB 63 (Wiener, D) San Francisco Bay area: local revenue measure: transportation funding.

Introduced: 01/09/2025 (Spot bill)

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #155 S-SENATE BILLS -THIRD READING FILE

Location: 05/27/2025 - Senate THIRD READING

Summary: (1)Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for various administrative expenses, the bill would require an unspecified portion of the proceeds of the tax to be allocated by the commission to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency for operating expenses, and would require the remaining proceeds to be subvended directly to the counties comprising the district for public transportation expenses, as prescribed. This bill contains other related provisions and other existing laws.

SB 71 (Wiener, D) California Environmental Quality Act: exemptions: environmental leadership transit projects.

Introduced: 01/14/2025

Last Amended: 05/29/2025

Status: 05/29/2025 - Read third time and amended. Ordered to second reading.

Calendar: 06/02/25 #16 S-SENATE BILLS - SECOND READING FILE

Location: 05/29/2025 - Senate SECOND 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, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program.

SB 73 (Cervantes, D) California Environmental Quality Act: exemptions.

Introduced: 01/15/2025

Status: 05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 1/29/2025)(May be acted upon Jan 2026)

Location: 05/01/2025 - Senate 2 YEAR

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. CEQA exempts from its requirements certain residential, employment center, and mixed-use development projects meeting specified criteria, including that the project is located in a transit priority area and that the project is undertaken and is consistent with a specific plan for which an environmental impact report has been certified. This bill would additionally exempt those projects located in a very low vehicle travel area, as defined. The bill would require that the project is undertaken and is consistent with either a specific plan prepared pursuant to specific provisions of law or a community plan, as defined, for which an EIR has been certified within the preceding 15 years in order to be exempt.

SB 73 (Cervantes), which pertained to California Environmental Quality Act (CEQA) exemptions, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

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

Introduced: 01/15/2025

Last Amended: 04/07/2025

Status: 05/29/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/29/2025 - Assembly DESK

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 78 (Seyarto, R) Department of Transportation: report: state highway system: safety enhancements.

Introduced: 01/15/2025

Last Amended: 04/02/2025

Status: 05/29/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/29/2025 - Assembly DESK

Summary: Would require the Department of Transportation to prepare a report to identify the types of safety enhancements that could be implemented on the state highway system, the common factors, if any, contributing to the delay in delivering those safety enhancements, and strategies to expedite safety enhancements on the state highway system. The bill would require the department to submit the report to the Legislature on or before January 1, 2027.

SB 94 (Strickland, R) Transportation funding: Greenhouse Gas Reduction Fund: Motor Vehicle Fuel Account.

Introduced: 01/23/2025

Last Amended: 03/26/2025

Status: 04/23/2025 - April 23 set for first hearing. Failed passage in committee. (Ayes 1. Noes 4.)
Reconsideration granted.

Location: 04/03/2025 - Senate Environmental Quality

Summary: The California Global Warming Solutions Act of 2006 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. Current law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes, as specified. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, and until December 31, 2030, would require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the Motor Vehicle Fuel Account.

SB 222 (Wiener, D) Climate disasters: civil actions.

Introduced: 01/27/2025

Last Amended: 03/28/2025

Status: 04/08/2025 - April 8 set for first hearing. Failed passage in committee. (Ayes 5. Noes 2.)
Reconsideration granted.

Location: 02/05/2025 - Senate Judiciary

Summary: Current law gives a person the right of protection from bodily harm and the right to possess and use property. If a person suffers bodily harm or a loss of their property because of the unlawful act or omission of another, existing law authorizes them to recover compensation from the person at fault, which is known as damages. This bill would authorize a person who suffered physical harm to their person or property totaling at least \$10,000 to bring a civil action against a party responsible for a climate disaster to recover damages, restitution, specified costs, and other appropriate relief. The bill would make responsible parties jointly, severally, and strictly liable to a plaintiff for damages and restitution.

<p><i>SB 231 (Seyarto), which pertained to the Office of Land Use and Climate Innovation: technical advisory, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.</i></p>
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SB 239 (Arreguín, D) Open meetings: teleconferencing: subsidiary body.

Introduced: 01/30/2025

Last Amended: 04/07/2025

Status: 05/08/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #51 S-SENATE BILLS -THIRD READING FILE

Location: 05/08/2025 - Senate THIRD READING

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 240 (Jones), which pertained to San Diego Association of Governments (SANDAG)'s board of directors, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 262 (Wahab, D) Housing element: prohousing designations: prohousing local policies.

Introduced: 02/03/2025

Last Amended: 05/29/2025

Status: 05/29/2025 - Read third time and amended. Ordered to second reading.

Calendar: 06/02/25 #2 S-SENATE BILLS - SECOND READING FILE

Location: 05/29/2025 - Senate SECOND READING

Summary: Current law requires the Department of Housing and Community Development to determine whether the housing element is in substantial compliance with provisions of the Planning and Zoning Law. Current law requires the department to designate jurisdictions as prohousing pursuant to emergency regulations adopted by the department, as prescribed. Current law requires that jurisdictions that are prohousing and that are in substantial compliance with specified provisions be awarded additional points or preference in the scoring of applications for specified state programs. Current law defines "prohousing local policies" for these purposes and specifies a nonexhaustive list of examples of those policies, including local financial incentives for housing and adoption of zoning allowing for use by right for residential and mixed-use development. This bill would include in the definition of "prohousing local policies" policies that keep people housed and would include additional examples of prohousing local policies under the above-described provisions, as specified.

SB 272 (Becker, D) San Mateo County Transit District: job order contracting: pilot program.

Introduced: 02/04/2025

Last Amended: 03/18/2025

Status: 05/12/2025 - Referred to Com. on L. GOV.

Calendar: 06/18/25 A-LOCAL GOVERNMENT 1:30 p.m. - State Capitol, Room 447 CARRILLO, JUAN, Chair

Location: 05/12/2025 - Assembly Local Government

Summary: Would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 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 procedures and requirements for the use of job order contracting under the pilot program. The bill would require the district, on or before January 1, 2030, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. The pilot program would be repealed on January 1, 2032. This bill would make legislative findings and declarations as to the necessity of a special statute for the San Mateo County Transit District.

SB 280 (Cervantes, D) Political Reform Act of 1974: prohibition on contributions in state and local government office buildings.

Introduced: 02/05/2025

Last Amended: 04/10/2025

Status: 05/29/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/29/2025 - Assembly DESK

Summary: The Political Reform Act of 1974 comprehensively regulates political campaigns, including campaign contributions. The act prohibits the receipt, delivery, or attempted delivery of a contribution in the State Capitol, any state office building, or any office for which the state pays the majority of the rent other than a legislative district office. This bill would expand that prohibition to apply to local government office buildings and offices for which the state or a local government pays rent. The bill would also eliminate the exception for legislative district offices.

SB 314 (Padilla), which pertained to electric vehicle supply equipment, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 358 (Becker, D) Mitigation Fee Act: mitigating vehicular traffic impacts.

Introduced: 02/12/2025

Last Amended: 05/27/2025

Status: 05/28/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #232 S-SENATE BILLS -THIRD READING FILE

Location: 05/28/2025 - Senate THIRD READING

Summary: The Mitigation Fee Act imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Current law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for that fee, if the housing development satisfies all of certain prescribed characteristics, to reflect a lower rate of automobile trip generation associated with such housing developments in comparison with housing developments without the prescribed characteristics, unless the local agency adopts findings after a public hearing establishing that the housing development, even with those characteristics, would not generate fewer automobile trips than a housing development without those characteristics. This bill would require those findings to be supported by substantial evidence in the record before or as part of the housing development project approval process.

SB 359 (Niello, R) Use Fuel Tax Law: Diesel Fuel Tax Law: exempt bus operation.

Introduced: 02/13/2025

Last Amended: 04/08/2025

Status: 05/29/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/29/2025 - Assembly DESK

Summary: The Use Fuel Tax Law imposes a state excise tax at specified rates, generally \$0.18 per gallon, on the use of fuel, as defined, and establishes various exemptions from those taxes, including an exemption for any transit district, transit authority, or city owning and operating a local transit system, as provided. This bill would additionally apply this exemption to a county that owns and operates a local transit system, as provided. This bill would additionally apply this exemption to a county that owns and operates a local transit system, as provided.

SB 364 (Strickland, R) Outdoor advertising displays: permits: new alignments.

Introduced: 02/13/2025

Last Amended: 03/26/2025

Status: 05/29/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/29/2025 - Assembly DESK

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 authorizes the Director of Transportation to adopt regulations for the enforcement of the act. Pursuant to that authority, current regulations only require the Department of Transportation to process an application for placing a new advertising display along a new alignment of an interstate or primary highway if the application is accepted on or after the date that the department accepts the highway project for the new alignment as complete. This bill would prohibit the department from denying or delaying the approval 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 portion of highway is open to the use of the public for vehicular travel.

<p><i>SB 375 (Grove), which pertained to wildfire prevention activities, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.</i></p>

SB 400 (Cortese, D) Road Maintenance and Rehabilitation Account: University of California: California State University: reports.

Introduced: 02/14/2025

Last Amended: 04/07/2025

Status: 05/19/2025 - Referred to Com. on TRANS.

Location: 05/19/2025 - Assembly Transportation

Summary: Current law provides for the deposit of various moneys, including revenues from certain fuel taxes and vehicle fees, for the Road Maintenance and Rehabilitation Program into the Road Maintenance and Rehabilitation Account. Current law, after deducting certain appropriations and allocations, authorizes annual appropriations of \$5,000,000 of the moneys available for the program to the University of California to conduct transportation research and of \$2,000,000 of the available moneys to the California State University to conduct transportation research and transportation-related workforce education, training, and development, as specified. This bill would require the University of California Institute of Transportation Studies and the California State University Transportation Consortium, on or before January 1 of each year, to each submit a report to the Transportation Agency and specified legislative committees detailing the expenditures of those moneys for the previous fiscal year, including, but not limited to, research activities and administration.

SB 419 (Caballero, D) Hydrogen fuel.

Introduced: 02/18/2025

Last Amended: 05/05/2025

Status: 05/23/2025 - From committee: Do pass. (Ayes 5. Noes 0.) (May 23). Read second time. Ordered to third reading.

Calendar: 06/02/25 #105 S-SENATE BILLS -THIRD READING FILE

Location: 05/23/2025 - Senate THIRD READING

Summary: Current 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. This bill would, on and after July 1, 2026, provide an exemption from the taxes imposed by the Sales and Use Tax Law for the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, hydrogen fuel, as defined.

SB 431 (Arreguin, D) Assault and battery: public utility employees and essential infrastructure workers.

Introduced: 02/18/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #174 S-SENATE BILLS -THIRD READING FILE

Location: 05/27/2025 - Senate THIRD READING

Summary: Existing law defines an assault as an unlawful attempt, coupled with present ability, to commit a violent injury upon the person of another. Existing law defines a battery as any willful and unlawful use of force or violence upon the person of another. Under existing law, an assault or battery committed against specified professionals engaged in the performance of their duties, including peace officers, firefighters, and emergency medical personnel, is 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. This bill would make an assault or battery committed against an employee of a public utility or other worker engaged in essential infrastructure work, as defined, 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. This bill contains other related provisions and other existing laws.

SB 441 (Hurtado), which pertained to the State Air Resources Board, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 443 (Rubio, D) Retirement: joint powers authorities.

Introduced: 02/18/2025

Last Amended: 03/27/2025

Status: 04/08/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #29 S-SENATE BILLS -THIRD READING FILE

Location: 04/08/2025 - Senate THIRD READING

Summary: The California Public Employees' Pension Reform Act of 2013 (PEPRA) requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan for employees first hired on or after January 1, 2013. The Joint Exercise of Powers Act generally authorizes 2 or more public agencies, by agreement, to jointly exercise any common power, which may include hiring employees and establishing retirement systems. Current law authorizes a joint powers authority to offer defined benefit plans or formulas that are not PEPRA plans or formulas, provided that the plans or formulas were those the employees received prior to the creation of the authority, the employees are not new members under PEPRA, and they are employed by the authority within 180 days, as specified. This bill would also authorize a joint powers authority to offer those defined benefit plans or formulas to a member agency that is a non-founding member of the joint powers authority, for employees who are not new members under PEPRA and are employed by the joint powers authority within 180 days of the agency becoming a member agency.

SB 445 (Wiener, D) Transportation: planning: complete streets facilities: sustainable transportation projects.

Introduced: 02/18/2025

Last Amended: 04/10/2025

Status: 05/28/2025 - Read third time. Passed. (Ayes 34. Noes 1.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/28/2025 - Assembly DESK

Summary: This bill would instead require the Department of Transportation to develop and adopt the above-described project intake, evaluation, and encroachment review process on or before February 1, 2027. The bill would also state the intent of the Legislature to amend this bill with legislation that accelerates and makes more reliable third-party permits and approvals for preconstruction and construction activities on sustainable transportation projects.

SB 455 (Blakespear), which pertained to electric bicycles, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 464 (Smallwood-Cuevas, D) Employer pay data.

Introduced: 02/19/2025

Last Amended: 05/01/2025

Status: 05/23/2025 - From committee: Do pass. (Ayes 5. Noes 1.) (May 23). Read second time. Ordered to third reading.

Calendar: 06/02/25 #110 S-SENATE BILLS -THIRD READING FILE

Location: 05/23/2025 - Senate THIRD READING

Summary: Current law requires a private employer that has 100 or more employees to submit an annual pay data report to the Civil Rights Department that includes the number of employees by race, ethnicity, and sex in specified job categories, whose pay falls within federal pay bands, and within each job category the median and mean hourly rate for each combination of those characteristics as specified. This bill would require an employer to collect and store any demographic information gathered by an employer or labor contractor for the purpose of submitting the pay data report separately from employees' personnel records.

SB 467 (Laird), which pertained to the Highway Signage Fund, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 469 (Smallwood-Cuevas), which pertained to public infrastructure employment, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 470 (Laird, D) Bagley-Keene Open Meeting Act: teleconferencing.

Introduced: 02/19/2025

Last Amended: 04/10/2025

Status: 04/29/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #44 S-SENATE BILLS -THIRD READING FILE

Location: 04/29/2025 - Senate THIRD READING

Summary: Existing law, the Bagley-Keene Open Meeting Act, requires, with specified exceptions, that all meetings of a state body be open and public and all persons be permitted to attend any meeting of a state body. The act authorizes meetings through teleconference subject to specified requirements, including, among others, that the state body post agendas at all teleconference locations, that each teleconference location be identified in the notice and agenda of the meeting or proceeding, that each teleconference location be accessible to the public, that the agenda provide an opportunity for members of the public to address the state body directly at each teleconference location, and that at least one member of the state body be physically present at the location specified in the notice of the meeting. This bill would instead repeal these provisions on January 1, 2030.

SB 474 (Niello), which pertained State Air Resources Board's regulatory authority, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 486 (Cabaldon, D) Regional housing: public postsecondary education: changes in enrollment levels: California Environmental Quality Act.

Introduced: 02/19/2025

Last Amended: 04/28/2025

Status: 05/28/2025 - In Assembly. Read first time. Held at Desk.

Location: 05/27/2025 - Assembly DESK

Summary: Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires each regional transportation plan to include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation, and employment growth. This bill would require the sustainable communities strategy, in identifying areas within the region sufficient to house all the population of the region, to also take into account changes in enrollment levels at institutions of public higher education, as defined.

SB 496 (Hurtado), which pertained to Advanced Clean Fleets Regulation, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 506 (Committee on Transportation,) Transportation: omnibus bill.

Introduced: 02/19/2025

Last Amended: 03/24/2025

Status: 05/12/2025 - Referred to Com. on TRANS.

Location: 05/12/2025 - Assembly Transportation

Summary: (1)Current law requires that each application for an original or a renewal of a driver's license contain certain information, including the applicant's true full name, age, mailing address, and gender. Existing law also provides that if a driver's license is lost, destroyed, or mutilated, or if a new true full name is acquired, the person to whom the driver's license was issued shall obtain a duplicate if the person provides satisfactory proof of the loss, destruction, or mutilation. A violation of these provisions is an infraction. This bill would authorize a person who submits a change of address, as specified, to apply for a duplicate driver's license. The bill would require the applicant who receives a duplicate through this process to immediately destroy the license containing the prior mailing address. By creating a new crime, this bill would impose a state-mandated local program.

SB 511 (Perez), which pertained to autonomous vehicles, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 513 (Durazo, D) Personnel records.

Introduced: 02/19/2025

Last Amended: 05/06/2025

Status: 05/28/2025 - Read third time. Passed. (Ayes 29. Noes 9.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/28/2025 - Assembly DESK

Summary: Current law grants current and former employees, or their representative, the right to inspect and receive a copy of personnel records maintained by the employer relating to the employee's performance or to any grievance concerning the employee. Current law requires the employer to make the contents of those personnel records available for inspection, as specified, and makes it a crime for an employer to violate these requirements. This bill would provide that personnel records relating to the employee's performance include education and training records and would require an employer who maintains education and training records to ensure those records include specified information. (

SB 521 (Gonzalez, D) Public employment: disqualification.

Introduced: 02/19/2025

Last Amended: 04/24/2025

Status: 05/29/2025 - Referred to Com. on P. E. & R.

Location: 05/29/2025 - Assembly Public Employment and Retirement

Summary: Current law disqualifies a public employee, as defined, from any public employment for 5 years if the employee is convicted of any felony involving accepting or giving, or offering to give, a bribe, the embezzlement of public money, extortion or theft of public money, perjury, or conspiracy to commit any of those crimes arising directly out of their official duties. This bill would expand that provision to include any felony involving a conflict of interest. The bill would also disqualify a city manager or city attorney, as defined, including an individual acting under contract with the city for those services, who is convicted of any of the above-described felonies, from any future public employment in an equivalent role.

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

Introduced: 02/20/2025

Last Amended: 04/29/2025

Status: 05/23/2025 - From committee: Do pass. (Ayes 5. Noes 1.) (May 23). Read second time. Ordered to third reading.

Calendar: 06/02/25 #115 S-SENATE BILLS -THIRD READING FILE

Location: 05/23/2025 - Senate THIRD READING

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 544 (Laird, D) Railroad crossings: permit applications: review.

Introduced: 02/20/2025

Status: 05/19/2025 - Referred to Com. on U. & E.

Location: 05/19/2025 - Assembly Utilities and Energy

Summary: The bill would require an application for a railroad crossing to include, at a minimum, certain information concerning the proposed railroad crossing. The bill would authorize the commission to partially or completely exempt railroad crossing applications that meet certain requirements from review under otherwise applicable adjudication procedures and would authorize the commission to establish an expedited review and approval process for those applications.

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

Introduced: 02/20/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #188 S-SENATE BILLS -THIRD READING FILE

Location: 05/27/2025 - Senate THIRD READING

Summary: Existing law establishes the Office of Land Use and Climate Innovation with specified powers and duties related to long-range planning and research. Existing law creates the High-Speed Rail Authority, with specified powers and duties related to the development and implementation of a high-speed train system. This bill would require the Office of Land Use and Climate Innovation, 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) Second Neighborhood Infill Finance and Transit Improvements Act.

Introduced: 02/20/2025

Status: 05/29/2025 - Read third time. Passed. (Ayes 28. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/29/2025 - Assembly DESK

Summary: Current law authorizes the infrastructure financing plan to provide for the division of taxes levied on taxable property in the area included within the district, as specified, and authorizes the public financing authority to issue bonds by adopting a resolution containing specified provisions, including a determination of the amount of tax revenue available or estimated to be available for the payment of the principal of, and interest on, the bonds. 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: 05/29/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/29/2025 - Assembly DESK

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: 05/23/2025 - From committee: Do pass. (Ayes 5. Noes 1.) (May 23). Read second time. Ordered to third reading.

Calendar: 06/02/25 #117 S-SENATE BILLS -THIRD READING FILE

Location: 05/23/2025 - Senate THIRD READING

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 590 (Durazo, D) Paid family leave: eligibility: care for designated persons.

Introduced: 02/20/2025

Last Amended: 04/03/2025

Status: 05/28/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/28/2025 - Assembly DESK

Summary: Current unemployment compensation disability law requires workers to pay contribution rates based on, among other things, wages received in employment and benefit disbursement, for payment into the Unemployment Compensation Disability Fund, a special fund in the State Treasury. That fund is continuously appropriated for the purpose of providing disability benefits and making payment of expenses in administering those provisions. Current law establishes, within the above state disability insurance program, a family temporary disability insurance program, also known as the paid family leave program, for the provision of wage replacement benefits for up to 8 weeks to workers who take time off work for prescribed purposes, including to care for a seriously ill family member. Current law defines terms for its purposes, including family care leave and family member. This bill would, commencing July 1, 2027, expand eligibility for benefits under the paid family leave program to include individuals who take time off work to care for a seriously ill designated person.

SB 642 (Limón, D) Employment: payment of wages.

Introduced: 02/20/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #204 S-SENATE BILLS -THIRD READING FILE

Location: 05/27/2025 - Senate THIRD READING

Summary: Existing law imposes varying requirements upon employers to share the pay scale for a position with an applicant or in a job posting, as provided. Existing law defines "pay scale" as the salary or hourly wage range that the employer reasonably expects to pay for the position. This bill would revise the definition of "pay scale" to mean an estimate of this expected wage range that an employer reasonably expects to pay for the position upon hire and is made in good faith.

SB 667 (Archuleta), which pertained to emergency vehicle crossings, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 671 (Cervantes, D) Pedestrian crossing signals.

Introduced: 02/20/2025

Status: 05/12/2025 - Referred to Com. on TRANS.

Location: 05/12/2025 - Assembly Transportation

Summary: Under current law, a pedestrian control signal showing a "WALK" or approved "Walking Person" symbol means a pedestrian may proceed across the roadway in the direction of the signal. Under existing law, a pedestrian facing a flashing "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol with a "countdown" signal, as specified, means a pedestrian may start crossing the roadway in the direction of the signal but requires the pedestrian to finish crossing prior to the display of the steady "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol, as specified. Upon the first placement or replacement of a traffic-actuated signal, as specified, current law requires that traffic-actuated signal to be installed and maintained to detect bicycle or motorcycle traffic on the roadway. For these purposes, current law defines a traffic-actuated signal as an official traffic signal, as specified, that displays one or more of its indications in response to traffic detected by mechanical, visual, electrical, or other means. Upon the first placement or replacement of a state-owned or -operated traffic-actuated signal, current law requires that the traffic-actuated signal to be installed and maintained to have a leading pedestrian interval (LPI) and include the installation, activation, and maintenance of an accessible pedestrian signal (APS) and detector that complies with certain sections of the California Manual on Uniform Traffic Control Devices (CA MUTCD). At crosswalks with state-owned or -operated traffic-actuated signals and pedestrian hybrid beacons with pedestrian signal heads, this bill would require the walk indication and other visual signals to comply with CA MUTCD. The bill would require these pedestrian signal heads to have an APS pushbutton or touch-free APS that activates "WALK" or "DON'T WALK" intervals and other visual signals at signalized intersections in nonvisual formats. The bill would require touch-free APS to be installed at new signalized pedestrian crossings on capital projects on the state highway system, encroachment projects, and highway maintenance-funded projects, as specified. The bill would require, as soon as practicable, all existing state-owned or -operated traffic signals located in certain areas to be identified and recorded in the Department of Transportation management system (TMS) inventory database to assist future annual operational review requirements and coordination with local agencies for delegated signals. The bill would require LPIs to be implemented at these existing state-owned or -operated traffic signals locations at the next opportunity for regularly scheduled operational reviews.

SB 684 (Menjivar, D) Polluters Pay Climate Superfund Act of 2025.

Introduced: 02/21/2025

Last Amended: 03/26/2025

Status: 04/10/2025 - April 22 set for first hearing canceled at the request of author.

Location: 04/03/2025 - Senate Judiciary

Summary: Would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period. (Based on 03/26/2025 text)

Subject: Environment

SB 707 (Durazo, D) Open meetings: meeting and teleconference requirements.

Introduced: 02/21/2025

Last Amended: 05/29/2025

Status: 05/29/2025 - Read third time and amended. Ordered to second reading.

Calendar: 06/02/25 #5 S-SENATE BILLS - SECOND READING FILE

Location: 05/29/2025 - Senate SECOND READING

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. This bill would, until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified.

SB 714 (Archuleta, D) Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.

Introduced: 02/21/2025 (Spot bill)

Status: 03/12/2025 - Referred to Com. on RLS.

Location: 02/21/2025 - Senate Rules

Summary: Current law requires the Deputy Secretary for Climate to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified. This bill would state the intent of the Legislature to enact legislation that would establish a zero-emission vehicle workforce development pilot project and a Clean Energy Workforce Training Council, as provided.

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: 05/28/2025 - In Assembly. Read first time. Held at Desk.

Location: 05/27/2025 - Assembly DESK

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 752 (Richardson, D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.

Introduced: 02/21/2025

Status: 05/23/2025 - May 23 hearing: Held in committee and under submission.

Location: 05/19/2025 - 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, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions.

SB 755 (Blakespear, D) California Contractor Climate Transparency Act.

Introduced: 02/21/2025

Last Amended: 05/05/2025

Status: 05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/19/2025)(May be acted upon Jan 2026)

Location: 05/23/2025 - Senate 2 YEAR

Summary: The Climate Corporate Data Accountability Act requires, on or before July 1, 2025, the State Air Resources Board to develop and adopt regulations to require a reporting entity to, among other things, annually disclose all of the reporting entity's scope 1 emissions, scope 2 emissions, and scope 3 emissions, as defined. Current law also requires, on or before January 1, 2026, and biennially thereafter, a covered entity to prepare a climate-related financial risk report disclosing the entity's climate-related financial risk and measures adopted to reduce and adapt to climate-related financial risk. This bill would enact the California Contractor Climate Transparency Act, which would require the state board, beginning one year after the effective date of regulations adopted pursuant to the Climate Corporate Data Accountability Act, as specified, to require a large contractor and a significant contractor, as defined, to report annually specified information, including, for large contractors, an annual disclosure of scope 1 emissions, scope 2 emissions, scope 3 emissions, and climate-related financial risk, as specified, and for significant contractors, an annual disclosure of scope 1 emissions and scope 2 emissions, as specified.

SB 755 (Blakespear), which pertained to the California Contractor Climate Transparency Act, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

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

Introduced: 02/21/2025

Last Amended: 05/01/2025

Status: 05/28/2025 - Read third time. Passed. (Ayes 35. Noes 2.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/28/2025 - Assembly DESK

Summary: 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. The bill would require the corporation, not later than January 1 of each year, to submit to the Governor, the Legislature, and the Legislative Analyst's Office a report for the preceding fiscal year containing information on the infrastructure corporation fund and the corporation's activities, including specified information.

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

Introduced: 02/21/2025

Last Amended: 04/22/2025

Status: 05/29/2025 - Referred to Com. on H. & C.D.

Location: 05/29/2025 - Assembly Housing and Community Development

Summary: Current 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. Current law requires the department to administer a specified competitive application process for capital improvement projects for large jurisdictions, as defined. For these purposes, current 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. For catalytic qualifying infill areas, existing law requires grants be provided using a selection process that, among other things, requires eligible applicants to submit documentation of all necessary entitlements and permits, and a certification that the project is shovel ready, except as provided. 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 with urban uses.

SB 800 (Reyes, D) State highways: overpasses: pilot program: suicide prevention.

Introduced: 02/21/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #225 S-SENATE BILLS -THIRD READING FILE

Location: 05/27/2025 - Senate THIRD READING

Summary: Existing law requires the Department of Transportation to install screening on state freeway overpasses to prevent objects from being dropped or thrown upon vehicles passing underneath, as provided. This bill would require the department to establish and administer a pilot program to install suicide deterrents on 5 freeway overpasses in the County of San Bernardino. The bill would require the suicide deterrents installed under the pilot program to include, but not be limited to, suicide prevention signage and a physical barrier designed to prevent a person from falling or intentionally jumping from the overpass in a manner likely to cause death. The bill would require the department, in administering the pilot program, to prioritize the placement of suicide deterrents on freeway overpasses with the highest rates of documented suicides over the last 20 years.

SB 809 (Durazo, D) Employees and independent contractors: construction trucking.

Introduced: 02/21/2025

Last Amended: 05/23/2025

Status: 05/29/2025 - Read third time. Passed. (Ayes 28. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/29/2025 - Assembly DESK

Summary: (1)Existing law, as established in the case of Dynamex Operations W. v. Superior Court (2018) 4 Cal.5th 903 (Dynamex), creates a presumption that a worker who performs services for a hirer is an employee for purposes of claims for wages and benefits arising under wage orders issued by the Industrial Welfare Commission. Existing law requires a 3-part test, commonly known as the "ABC" test, to determine if workers are employees or independent contractors for those purposes. This bill would provide that mere ownership of a vehicle, including a personal vehicle or a commercial vehicle, used by a person in providing labor or services for remuneration does not make that person an independent contractor.



MEMO

June 18, 2025

To: Members of the Board of Directors
From: Andrea West, Clerk of the Board
Subject: Board Committee Transmittal for Agenda Item

①

The following item is being discussed at a Committee meeting which takes place subsequent to distribution of the Board agenda. Therefore, you will be provided a transmittal following that Committee meeting (and prior to the Board meeting) informing you of Committee action taken.

Thank you.



June 19, 2025

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Federal Legislative Status Report

Overview

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This update provides a summary of President Trump's Fiscal Year 2026 Budget Request and its implications for transportation funding and policy as well as an overview of congressional efforts to revoke California's Clean Air Act waivers under the Congressional Review Act. It also includes an update on federal Fiscal Year 2026 Community Project Funding and Congressionally Directed Spending requests submitted by Orange County's congressional delegation as well as a summary of a letter of support urging expedited federal review for emergency rail stabilization funding in the City of San Clemente. Finally, a review of recent congressional hearings related to the efficiency of federal rail programs and an overview of recent nomination hearings for federal transportation agency leadership are provided.

Recommendation

Receive and file as an information item.

Discussion

President Trump's Fiscal Year 2026 Budget Request

On May 2, 2025, President Trump released his initial federal fiscal year (FY) 2026 budget request, outlining \$1.6 trillion in base discretionary appropriations. The U.S. Department of Transportation (USDOT) is one of the few non-defense agencies to receive a discretionary increase. The President's initial budget request includes \$26.7 billion in new discretionary funding for DOT, a 5.8 percent increase from FY 2025 enacted levels. This increase is in addition to the Infrastructure Investment and Jobs Act (IIJA's) advance appropriations and reflects growth in core discretionary accounts such as the Federal Aviation Administration operations and grant program administration. However, there is

also a proposed \$22.5 billion cut to advance appropriations previously provided under the IIJA, including a \$5 billion rescission targeting electric vehicle charging and fueling infrastructure programs such as National Electric Vehicle Infrastructure (NEVI) and Charging and Fueling Infrastructure (CFI). The budget does not specify how much of this would come from new FY 2026 funds versus unobligated prior-year balances.

USDOT Secretary Sean Duffy presented USDOT's priorities in hearings before both the House and Senate Appropriations Transportation, Housing and Urban Development Subcommittees on May 14 and May 15, respectively. In his testimony, Secretary Duffy emphasized the Administration's focus on building infrastructure, with a strong emphasis on safety, streamlining, and removing administrative requirements viewed as costly or ineffective. Secretary Duffy affirmed USDOT's intent to honor existing commitments under the Federal Transit Administration's (FTA) Capital Investment Grant (CIG). In both hearings, Secretary Duffy also highlighted plans to reduce departmental inefficiencies. He cited more than 3,200 "orphaned" project applications awaiting finalized grant agreements and pledged to implement a centralized grant dashboard to improve transparency and reduce delays across USDOT programs.

The full FY 2026 budget request, released by the White House on May 30, 2025, provided further detail on the CIG program and other modal funding levels. The Administration requested \$2.2 billion in discretionary funding for the CIG Program, and when combined with \$1.6 billion in IIJA advance appropriations, the total proposed budgetary resources for CIG reach \$3.8 billion. This includes \$1.4 billion to support three existing New Starts Full Funding Grant Agreements and \$2.4 billion for projects across the New Starts, Small Starts, Core Capacity, and Expedited Project Delivery pilot programs that may become ready for construction during FY 2026.

The May 30th release also detailed \$111.3 billion in new budgetary resources for USDOT, supplemented by \$35.8 billion in IIJA advance appropriations, bringing USDOT's total to \$147.1 billion before accounting for the Administration's proposed rescissions to IIJA advance appropriations. Significant spending proposals include:

- \$62.5 billion for the Federal Highway Administration (FHWA), including \$770 million for Nationally Significant Multimodal Freight & Highway Projects program grants and a proposed \$5 billion rescission from IIJA, the NEVI formula program, and the CFI grant program.
- \$21 billion for the FTA, including \$14.6 billion for transit formula programs (a 2.5 percent increase from FY 2025) and \$1.2 billion for Bus and Bus Facilities, including both formula and discretionary funding.

- \$16 billion for the Federal Railroad Administration (FRA) and Amtrak, supporting Consolidated Rail Infrastructure and Safety Improvements (CRISI), grade crossing elimination, the Federal-State Partnership, and Amtrak capital.
- \$4.5 billion for the Office of the Secretary, including IIJA-supported programs such as Safe Streets and Roads for All, the National Culvert Program, and the Strengthening Mobility and Revolutionizing Transportation program.

The Administration also proposed centralizing significant modal staff into the Office of the Secretary to streamline internal processes. As the appropriations process moves forward, bipartisan cooperation will likely be necessary to meet the 60-vote threshold in the Senate and achieve passage in the House, particularly given shared interest across both parties in avoiding a repeat of the FY 2025 continuing resolution. While the President's budget request is rarely enacted as proposed, it establishes the Administration's priorities and frames the terms of congressional debate.

Update on Congressional Review Act Process for California Clean Air Act Waivers

In May 2025, Congress voted to overturn several Environmental Protection Agency (EPA) waivers granted to California that allowed the State to enforce stricter vehicle emissions standards than the federal government. These waivers included the Advanced Clean Cars II rule, requiring all new light-duty vehicles sold in California to be zero-emission by 2035, as well as the Advanced Clean Trucks rule and the Heavy-Duty Omnibus regulation. The House passed the primary disapproval resolution, House Joint Resolution 88, with a 216–207 vote, including support from 35 Democrats. The Senate followed with a 51–44 vote, marking the first time Congress has used the Congressional Review Act (CRA) to attempt to revoke state-specific waivers under the Clean Air Act.

The legal foundation for California's authority to adopt more stringent air quality standards dates back to the 1960s. Under this authority, California has received more than 50 waivers from the EPA, with 18 other states choosing to adopt these standards, at least in part. The recent waivers approved at the end of the Biden Administration were components of California's broader climate and public health strategy, and their revocation could hinder both state-level emission reduction goals and national air quality attainment in areas relying on associated reductions.

Despite guidance from both the Government Accountability Office (GAO) and the Senate Parliamentarian that California's waivers are not "rules" under the CRA and thus not subject to congressional disapproval through that process, CRA resolutions were advanced to revoke them. The GAO reaffirmed this interpretation in early 2025, but lawmakers supporting the resolutions questioned

the timing and credibility of the GAO's findings, with some arguing that the mere act of the EPA submitting the waivers to Congress constituted grounds for CRA review. To avoid a direct override of the Parliamentarian's position, Senate supporters of revoking the waivers asserted the Senate's right to interpret the CRA's reach independently, setting a precedent that could expand the CRA's future use.

On May 23, 2025, Governor Gavin Newsom announced California's participation in a new 11-state effort to uphold clean air protections and advance the transition to affordable clean vehicles, known as the Affordable Clean Cars Coalition. Member states include Colorado, Delaware, Massachusetts, Maryland, New Jersey, New Mexico, New York, Oregon, Rhode Island, and Washington. The multistate coalition intends to coordinate efforts on regulatory approaches, promote broader access to clean vehicle options, and engage with industry stakeholders while continuing to address air quality and transportation policy objectives. California Attorney General Rob Bonta has also made clear his intent to explore legal avenues to protect the long-standing authority under the Clean Air Act, emphasizing that these waivers have never previously been challenged or revoked using the CRA and characterized the Administration's action as a departure from longstanding federal practice under the Clean Air Act. The President signed the legislation formalizing the revocation of these waivers on June 11, 2025. Staff continues to monitor these developments for their potential impact on California's regulatory authority and any Clean Air Act waivers that may be relevant to OCTA.

Community Project Funding/Congressionally Directed Spending Requests

Similar to what occurred in previous appropriations processes, members of Congress have again solicited earmark requests for federal FY 2026. For context, the House of Representatives uses the term, "community project funding" (CPF), while the Senate uses "congressionally directed spending" (CDS). Both are colloquially known as earmarks and can be defined as any CDS, tax benefit, or tariff benefit that would benefit an entity or a specific state, locality, or congressional district. CPF and CDS are similar to the previous earmark process, but with added transparency and accountability rules to ensure the funding is being used for its intended purposes, supported by the community, and can be used on a project or program in a timely manner.

This year, OCTA has been actively engaged with the Orange County delegation members to submit requests for a variety of multimodal projects. Because Congress enacted a full-year continuing resolution for FY 2025, it did not include any previously approved earmarks. As a result, some members of Congress have indicated a preference that agencies resubmit prior-year requests as part of the FY 2026 appropriations process. The following projects have been submitted for consideration in the FY 2026 appropriations package by members:

- \$4 million for the Interstate 5 (I-5) Improvement Project [Interstate 405 to State Route 55 (SR-55)], by Representative Young Kim (R-CA). This was the same request made by Representative Kim for the project in FY 2025.
- \$3 million for the SR-55 Improvement Project (I-5 to State Route 91) by Representative Young Kim.
- \$3 million to support the deployment of advanced technology upgrades to signals throughout Orange County by Representative Dave Min (D-CA). This project supports the deployment of Advanced Transportation Controllers (ATC) countywide. An ATC signal controller can collect signal operational data which can provide detailed insights to make better traffic operations decisions.

This list is not yet fully comprehensive as some members are still publishing their requests and it also does not include other projects that were submitted within Orange County, which were requested by individual cities, the County, or other transportation agencies such as Metrolink. Although a project may be submitted by a member for funding, this does not guarantee that the project will receive funding in the final FY 2026 appropriations bill. Staff will continue to work with the delegation members throughout the appropriations process and will provide updates to the OCTA Board of Directors.

Letter to the Federal Railroad Administration

On May 28, 2025, Representative Levin (D-CA) sent a letter, included as Attachment A, to the FRA in support of OCTA's efforts to access the full \$100 million awarded through the CRISI Program. The funding supports emergency stabilization work along the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor in the City of San Clemente, a critical segment of one of the busiest rail corridors in the country.

Although the grant has been awarded, access to the full funding amount is dependent on the completion of the National Environmental Policy Act (NEPA) documentation and approval of pre-award authority. Representative Levin's letter urges the FRA to expedite the environmental review process due to the emergency nature of the project and encourages the FRA to explore any opportunities to adjust the scope of the grant, if necessary, in order to preserve the full federal investment and prevent delays or potential loss of funding. Since the letter was sent, the FRA has approved the NEPA document, but final pre-award authority determination remains pending. OCTA continues to coordinate closely with the FRA and federal partners to advance the project in compliance with all federal requirements and to ensure timely implementation of the stabilization work.

Transportation and Infrastructure Committee Member Day Hearing

The House Transportation and Infrastructure (T&I) Committee recently held its annual Member Day hearing, which provides members of Congress an opportunity to present their top transportation and infrastructure priorities directly to the Committee. This year, the focus was on outlining key priorities for the upcoming surface transportation reauthorization, as the IIJA is set to expire at the end of FY 2026.

Representative Min delivered oral testimony during the hearing, while Representative Kim and Representative J. Luis Correa (D-CA) submitted written testimony. All expressed strong support for OCTA and specifically backed its request to reinstate the formula distribution of Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement Program funds to metropolitan planning organizations. Restoring this formula-based suballocation would ensure that the county transportation commissions, like OCTA, within the Southern California Association of Governments, receive a predictable share of these federal funds. This allows for more responsive and efficient investment in local and regional transportation priorities, especially in complex, high-growth areas like Southern California, where local governments are best positioned to direct funding based on community needs and planning goals.

In their testimony, Representative Min also highlighted the importance of protecting and restoring the LOSSAN Rail Corridor, a vital coastal rail line that supports intercity, commuter, and freight rail service across Southern California. Representative Correa, in his written testimony, emphasized the need for robust federal investment in transportation infrastructure ahead of the 2028 Olympic and Paralympic Games in the City of Los Angeles, stressing the long-term regional benefits of such support.

Federal Nomination Hearings for Transportation Agency Leadership

On May 13 and 14, 2025, the Senate held nomination hearings for leadership roles at the FRA and FHWA, respectfully. David Fink, nominee for FRA Administrator and former President of Pan Am Railways with over 45 years in the transportation sector, emphasized his commitment to rail safety, advancing technologies, and supporting grant programs like CRISI. Senators questioned his safety record at Pan Am, but the hearing closed with bipartisan support. His nomination was advanced by the Senate Commerce Committee in a 15–13 vote.

Sean McMaster, nominee for FHWA Administrator and former Deputy Chief of Staff at the USDOT during the first Trump Administration, testified before the Senate Environment & Public Works (EPW) Committee. He highlighted priorities such as streamlining project delivery, addressing grant backlogs, and collaborating on a bipartisan surface transportation reauthorization. McMaster committed to transparency in grant funding and timely allocation of federal funds. On June 11, 2025, his nomination was confirmed by the Senate EPW Committee with a vote of 12-7.

Summary of America Builds: Improving the Efficiency and Effectiveness of Federal Rail Assistance

On May 6, 2025, the T&I Committee held a hearing titled “*America Builds: Improving the Efficiency and Effectiveness of Federal Rail Assistance*,” examining the challenges agencies and stakeholders face when working with the FRA and federal and state departments of transportation.

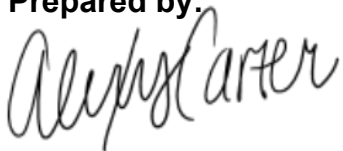
Witnesses raised concerns about inconsistent grant processes, compliance with NEPA, and the unpredictability of discretionary grant timelines. Kristin Bevil, representing the American Short Line and Regional Railroad Association, noted that the limited and inconsistent application of categorical exclusions under NEPA has delayed routine short line rail projects. She urged clarification to streamline approvals for low-impact infrastructure improvements. Matthew Dietrich of the Ohio Rail Development Commission emphasized the inefficiency and cost of the stop-and-start nature of grant funding. Suggestions for the upcoming surface transportation reauthorization bill focused on streamlining permitting and tailoring grant agreements to specific project needs. Dietrich recommended scaling grant structures to project size to improve consistency across USDOT programs. Garrett Eucalitto, Commissioner of the Connecticut DOT, speaking on behalf of the American Association of State Highway and Transportation Officials, stressed the need for predictable funding to support long-term planning and modernization of aging infrastructure. While no formal recommendations were finalized, the hearing provided a platform for discussing reforms to improve federal rail assistance and inform the next surface transportation bill.

Summary

This update summarizes President Trump's fiscal year 2026 Budget Request, efforts to revoke California's Clean Air Act waivers, and fiscal year 2026 funding requests submitted by Orange County's congressional delegation. It also includes information on a support letter for emergency rail funding in the City of San Clemente, recent congressional hearings on rail program efficiency, and nomination hearings for federal transportation agency leadership.

Attachments

- A. Letter from Mike Levin, Representative, House of Representatives, to the Honorable Drew Feely, Acting Administrator, Federal Railroad Administration, re: Letter of Support for Timely Access to Consolidated Rail Infrastructure and Safety Improvements Grant Funds for Orange County Transportation Authority Emergency Rail Work
- B. Potomac Partners DC, Monthly Legislative Report – May 2025

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49TH DISTRICT, CALIFORNIA
LEVIN.HOUSE.GOV

HOUSE COMMITTEE
ON APPROPRIATIONS

SUBCOMMITTEE ON MILITARY CONSTRUCTION,
VETERANS AFFAIRS, AND RELATED AGENCIES

SUBCOMMITTEE ON ENERGY AND WATER
DEVELOPMENT AND RELATED AGENCIES



Congress of the United States
House of Representatives
Washington, DC 20515-0549

WASHINGTON D.C. OFFICE
2352 RAYBURN OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3906

The Honorable Drew Feely
Acting Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

**Subject: Letter of Support for Timely Access to Consolidated Rail Infrastructure and Safety
Improvements Grant Funds for Orange County Transportation Authority
Emergency Rail Work**

Dear Acting Administrator Feely:

I write to thank the Federal Railroad Administration (FRA) for its continued partnership with the Orange County Transportation Authority (OCTA) and its support through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. OCTA's recently awarded CRISI grant for \$100 million is a critical step forward in addressing emergency stabilization work along the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor in San Clemente.

As you know, the LOSSAN Rail Corridor is one of the busiest rail corridors in the nation and a vital link for passenger and freight service in Southern California as well as a critical corridor for our national defense. The emergency conditions in this area require immediate action to prevent long-term disruptions and ensure the continued safe operation of this critical infrastructure.

I want to thank FRA staff for their engagement with OCTA as the agency works to move forward with this time-sensitive project. However, I understand that timely access to the full \$100 million in CRISI funding hinges on the completion of relevant National Environmental Policy Act documentation, with at least one approval currently pending. Given the urgent nature of the emergency work along the LOSSAN Corridor, I respectfully urge the FRA to prioritize the swift processing of these documents. In addition, to preserve the entirety of the \$100 million in grant funding for this project, I encourage FRA to explore any and all opportunities to adjust the scope of the grant to respond to the emergency nature of this project. Any rescoping will still maintain all federal requirements and committed state and local funding. Doing so will ensure OCTA can move forward without delay and retain the full federal investment without the risk of losing funding due to timing or administrative limitations.

Federal funding partnerships like this are essential to protecting our infrastructure and maintaining reliable rail service for the region. I appreciate your continued support and attention to this matter and stand ready to assist however I can.

Sincerely,

A handwritten signature in black ink that reads "Mike Levin". The signature is fluid and cursive, with a long horizontal stroke at the end.

Mike Levin
Member of Congress

cc: Darrell E. Johnson, OCTA Chief Executive Officer
Potomac Partners, DC



Monthly Legislative Report – May 2025

Advocacy Meetings

Congressman Derek Tran (D-CA) – We followed up with staff on the Fiscal Year (FY26) Appropriations community project funding (CPF) request for the State Route 57 (SR-57) Improvement Project between Lambert Road and the Orange County Line. We also provided information on Orange County Transportation Authority's (OCTA) surface transportation reauthorization priorities.

Office of Congressman Mike Levin (D-CA) – We facilitated a meeting with Rep. Levin and his staff to discuss updates on the repair work along the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor) and the status of the environmental reviews for key project segments. Rep. Levin has subsequently sent a support letter to the Federal Railroad Administration requesting OCTA's timely access to awarded Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program grant funding for that emergency rail work. We also followed up on OCTA's Surface Transportation reauthorization priorities and FY26 Appropriations request.

Office of Congresswoman Young Kim (R-CA) – We followed up with staff to facilitate submission of the I-5 Improvement Project between Yale Avenue and State Route 55 (SR-55) CPF requests for OCTA and submission of OCTA's Surface Transportation reauthorization requests to the House Transportation and Infrastructure (T&I) Committee's portal. We also discussed with staff ways to incentivize self-help counties through a formula-based funding approach at the U.S. Department Transportation (USDOT).

Congressman David Min (D-CA) – We followed up and provided additional information regarding OCTA's CPF request to support the deployment of advanced technology upgrades to signals throughout Orange County. We also met with the staff to provide additional information regarding the local suballocation authority for Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds.

Congressman Lou Correa (D-CA) – We provided additional project information on the State Route 91 (SR-91) Improvement Project between Acacia Street and La Palma Avenue. We facilitated a meeting with the Congressman to discuss the restoration of local suballocation authority for STBG and CMAQ funds and we followed up with staff on a draft delegation support letter.

Office of Senator Adam Schiff (D-CA) – We followed up with information regarding OCTA's Surface Transportation Reauthorization principles and the restoration of local suballocation authority for STBG and CMAQ funds.

Office of Senator Alex Padilla (D-CA) – We helped facilitate a meeting with the Senator's transportation staff to discuss Surface Transportation authorization and ongoing repair work along the LOSSAN Corridor.

House Transportation & Infrastructure (T&I) Subcommittee on Highways and Staff – We met with subcommittee staff to discuss OCTA priorities for the Surface Transportation Reauthorization. We have also been discussing Subcommittee Chair David Rouzer's (R-NC) visit to the region with committee staff during the upcoming August recess.

House T&I Subcommittee on Railroads Majority Staff – We followed up with committee staff to discuss possible changes to rail funding programs, including the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program in the Surface Transportation Reauthorization process. We also discussed potential funding for key rail corridors in Orange County that would support the Olympic games.

Budget Reconciliation Update for May

On May 21st, the House passed their version of the reconciliation bill, [H.R. 1 - One Big Beautiful Bill Act](#). The next step is for the Senate to amend and send back their version of the reconciliation bill to the House. Once the Senate acts, Republican leadership from both chambers will meet to negotiate a final version. The bill makes permanent the lower income tax rates from the 2017 Tax Cuts and Jobs Act (TCJA), provides \$150 billion in additional defense and border funding, restarts construction of the border wall, and raises the debt limit by \$4 trillion. It also includes a standard deduction increase for individuals (with an enhancement for seniors), a child tax credit supplement, no tax on tips and overtime, and a new deduction on interest for car loans. It also increases the State and Local Tax Deduction limit (SALT Cap) to \$40,000, with an income limit of \$500k. Transportation programs were largely unscathed in the House bill, which mostly targets healthcare spending, entitlements, and unused federal funds. The only two "No" votes from the Republican Conference were Rep. Thomas Massie (R-KY) and Rep. Warren Davidson (R-OH). Reps. Garbarino (R-NY) and Schweikert (R-AZ) registered a "not voting." Rep. Andy Harris (R-MD) voted "present." The final vote was 215-214.

To offset the cost of these policies, longer-standing Republican priorities were added, including welfare program reforms affecting the Supplemental Nutrition Assistance Program (SNAP) and Medicaid, along with reforming student aid and federal pensions, eliminating clean energy tax credits, and rescinding funding for the Consumer Financial Protection Bureau.

One issue that may come into play over the next few weeks is the Byrd Rule that prevents extraneous policy riders from being included in reconciliation packages. All provisions in a package must be nominally spending or deficit-related and must have some form of budgetary impact that is more than "merely incidental" to the proposed change. As scoring becomes available on the full House language, the Senate Parliamentarian will have to assess and rule on provisions in the package that may violate the Byrd Rule. Speaker Mike Johnson pushed back on potential changes, citing the approaching debt limit in mid-August, when the US would begin to default on its financial obligations. The Speaker and

Senate Majority Leader John Thune have committed to a July 4th deadline for delivering a bill to the President's desk.

Fiscal Year 2026 (FY26) Appropriations

The House Appropriations Committee will begin marking up the 12 FY26 appropriations bills in June and continue until the end of July. Negotiations with the Senate on Budget Reconciliation could create delays in the regular appropriations process despite a strong willingness among Committee Members to finish all markups by the August recess. The Transportation, Housing and Urban Development (THUD) subcommittee markup is scheduled for July 7th. The full committee markup is slated to take place that same week, on July 10th. A more complete President's Budget is also expected to be released the first week of June. As you may recall a "skinny" budget was previously released that provided preliminary budget requests and recissions from the White House.

On May 14th, the Secretary of Transportation Sean Duffy testified before the House THUD Committee on the FY26 President's Budget requests. The following Day, the Secretary testified before the Senate Appropriations Committee. In both hearings, the Secretary took questions from committee members on the status of grant programs and other key transportation priorities for members.

Surface Transportation Reauthorization

During the month of May, the House Transportation & Infrastructure (T&I) Committee has been soliciting initial input from Members regarding Surface Transportation Reauthorization priorities. The upcoming surface transportation reauthorization process will begin in June. Unlike the IIJA, this reauthorization process will focus on highways, bridges, and other traditional transportation infrastructure programs. OCTA's surface transportation reauthorization principles have been submitted to the Orange County delegation and T&I Committee staff. Once enacted, this bill will set the budget for overall transportation spending for the next five years.

House T&I Committee Hearings

Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing on May 6th entitled "America Builds: Improving the Efficiency and Effectiveness of Federal Rail Assistance." Witness List included:

- Mr. **Matthew Dietrich**, Executive Director, Ohio Rail Development Commission
 - [Witness Testimony](#)
- Honorable **Garrett Eucalitto**, Commissioner, Connecticut Department of Transportation, on behalf of the American Association of State Highway and Transportation Officials
 - [Witness Testimony](#)

- Mr. **Kevin Hicks**, Senior Vice President, TranSystems; on behalf of the National Railroad Construction and Maintenance Association
 - [Witness Testimony](#)
- Ms. **Kristin Bevil**, General Counsel and Chief Legal Officer, Pinsky Railroad Company, on behalf of the American Short Line and Regional Railroad Association
 - [Witness Testimony](#)

The focus of the hearing was on the authorized programs to include the CRISI, which serves as a vital source of funding to assist passenger and freight rail operators to rehabilitate and expand infrastructure necessary for their mission to provide service.

On May 14th, the Committee held a “Member Day” hearing to discuss member priorities for new reauthorization bill. Orange County Member David Min (D-CA) testified regarding OCTA reauthorization priorities. The portal for Member offices to submit priorities to a surface transportation reauthorization bill May 12th and will be open until May 30th. Several Orange County Members are submitting several of OCTA’s priorities.

Senate Commerce Advances Nominee for the Federal Railroad Administration (FRA)

On May 12th, the Senate panel approved the nomination of David Fink to be Administrator of the Federal Railroad Administration by a party-line vote of 15 to 13. The committee then approved the nomination of Robert Gleason to fill the last vacant seat on the Amtrak Board of Directors by a vote of 16 to 12.

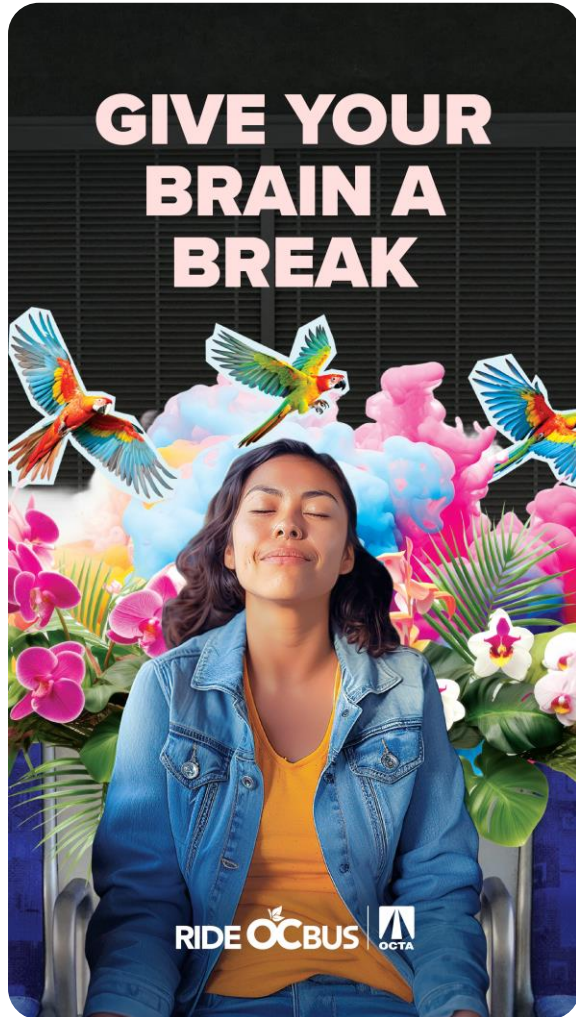
David Fink and FTA Administrator Nominee, Marc Molinaro (former Congressman from New York), are expected to receive Senate floor votes in the next few weeks.



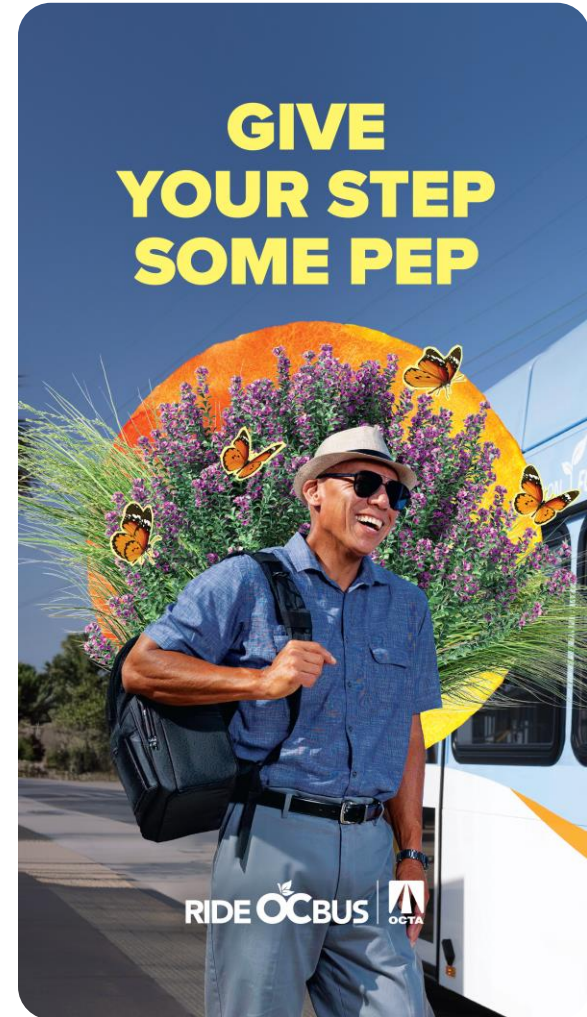
Marketing and Communications Update

October 2024 through May 2025

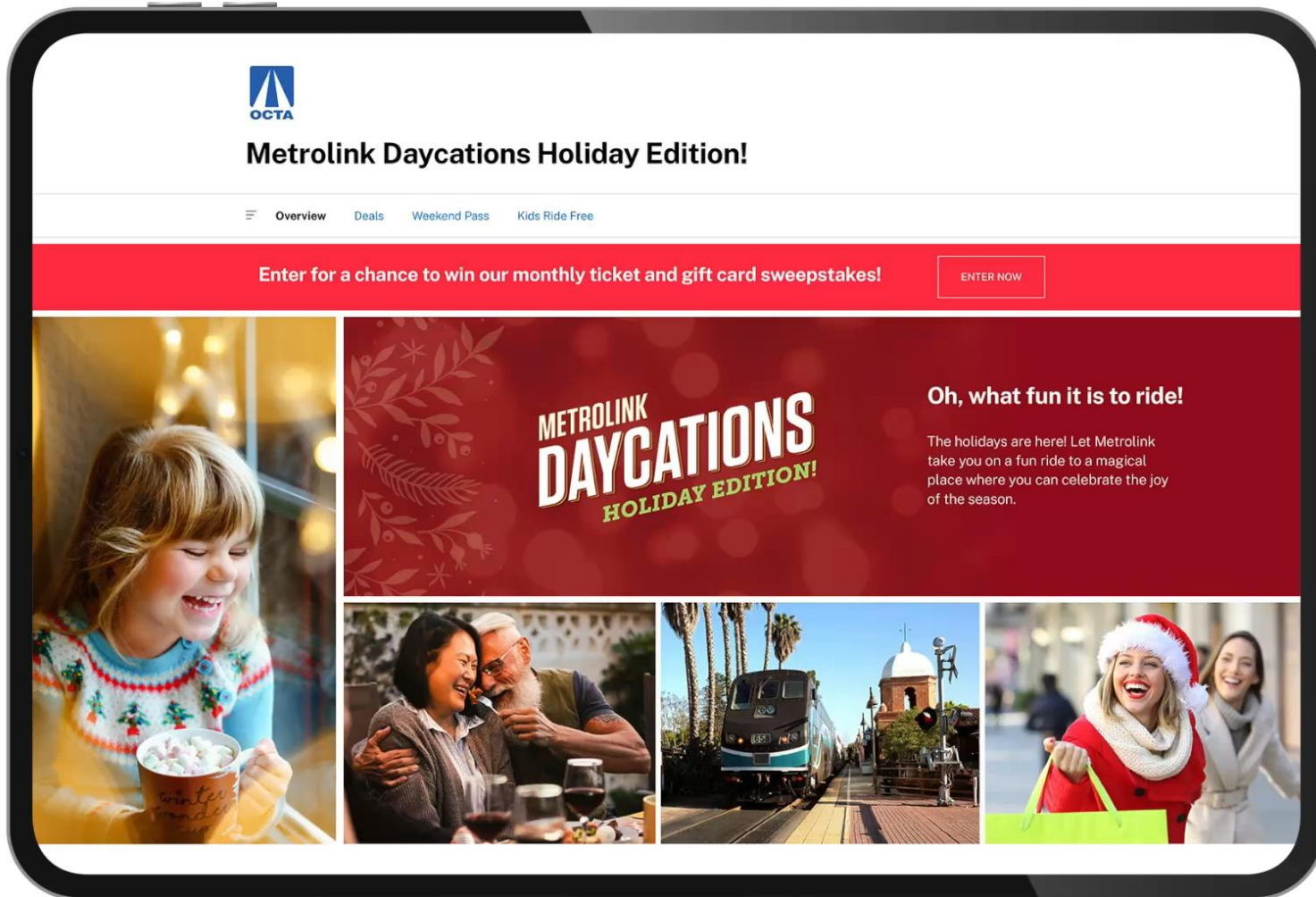
Your Route to Well-Being



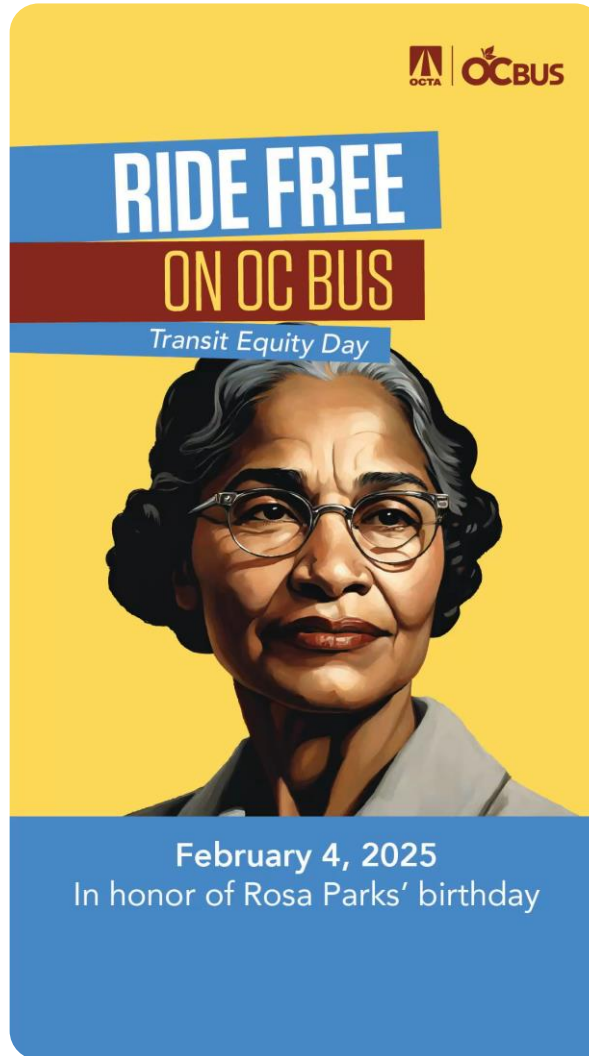
- 75,777 webpage views
- 63,658 emails delivered
- 80,767 social media video views
- 3,000 social media interactions
- 6.7M reached through digital ads
- 619 rider stories and testimonials
- In-person outreach to 4,139 people



Metrolink Holiday Campaign

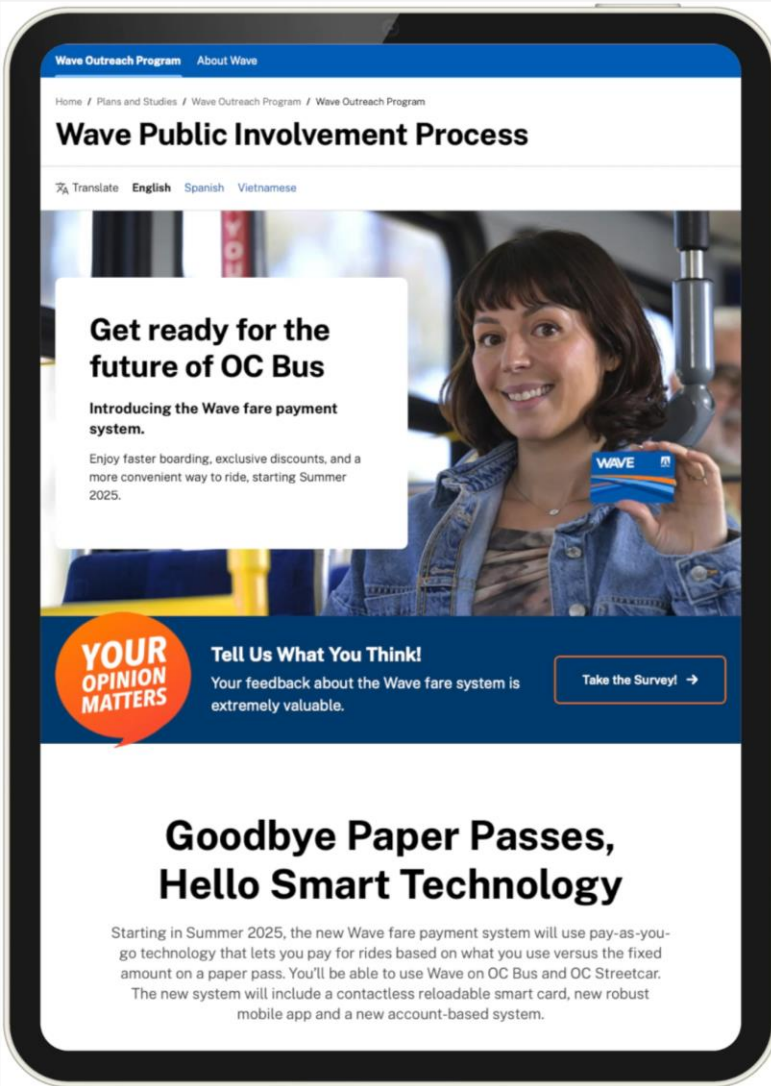


OC Bus: Free Ride Days



- 40,017 webpage views
- Digital ads reached 6.7M
- 209,799 emails delivered
- 187,557 social impressions
- 3,000 social media interactions

OC Bus: Wave Card Outreach



Wave Outreach Program About Wave

Home / Plans and Studies / Wave Outreach Program / Wave Outreach Program

Wave Public Involvement Process

Translate English Spanish Vietnamese

Get ready for the future of OC Bus

Introducing the Wave fare payment system.

Enjoy faster boarding, exclusive discounts, and a more convenient way to ride, starting Summer 2025.

YOUR OPINION MATTERS

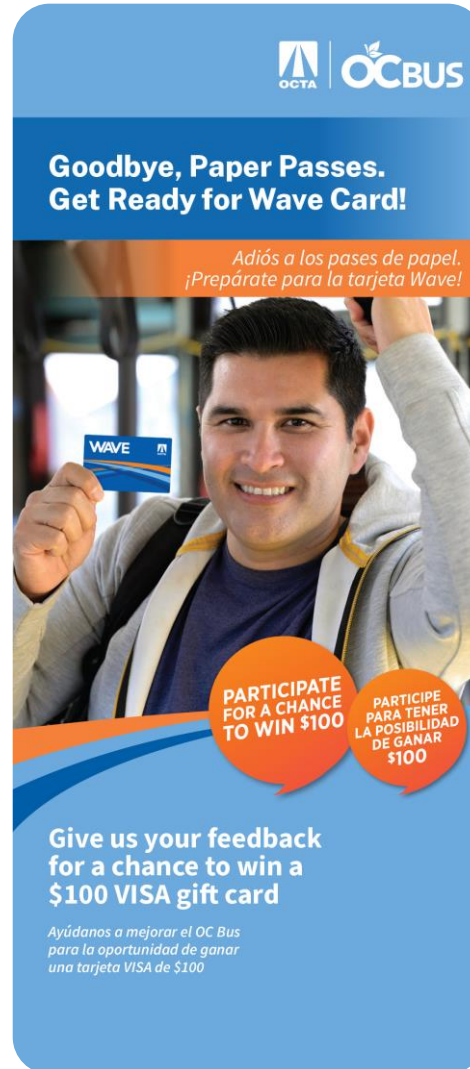
Tell Us What You Think!

Your feedback about the Wave fare system is extremely valuable.

Take the Survey! →

Goodbye Paper Passes, Hello Smart Technology

Starting in Summer 2025, the new Wave fare payment system will use pay-as-you-go technology that lets you pay for rides based on what you use versus the fixed amount on a paper pass. You'll be able to use Wave on OC Bus and OC Streetcar. The new system will include a contactless reloadable smart card, new robust mobile app and a new account-based system.



OCTA OC BUS

Goodbye, Paper Passes. Get Ready for Wave Card!

Adiós a los pases de papel. ¡Prepárate para la tarjeta Wave!

PARTICIPATE FOR A CHANCE TO WIN \$100

PARTICIPE PARA TENER LA POSIBILIDAD DE GANAR \$100

Give us your feedback for a chance to win a \$100 VISA gift card

Ayúdanos a mejorar el OC Bus para la oportunidad de ganar una tarjeta VISA de \$100



Goodbye, Paper Passes. Get Ready for Wave Card!

OC Bus is proposing a smarter, easier way to pay, and it's designed to help you save money! We'd value your feedback!

PARTICIPATE IN A COMMUNITY MEETING OR PUBLIC HEARING

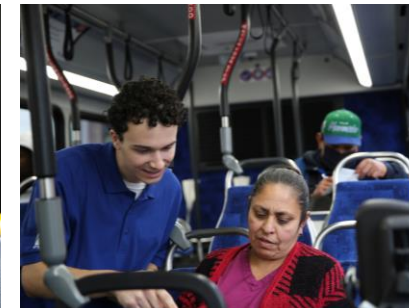
FILL OUT ONLINE SURVEY

PROVIDE COMMENTS VIA PHONE (714) 636-RIDE

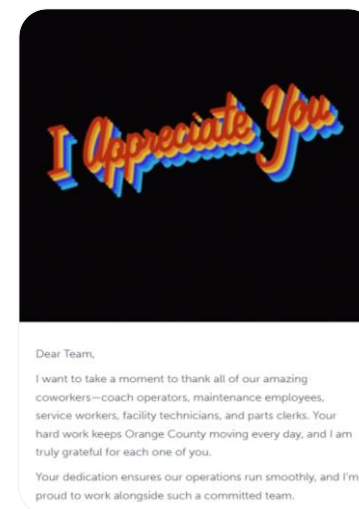
MAIL IN SURVEY (AVAILABLE ON EVERY BUS)

PARTICIPATE FOR A CHANCE TO WIN \$100

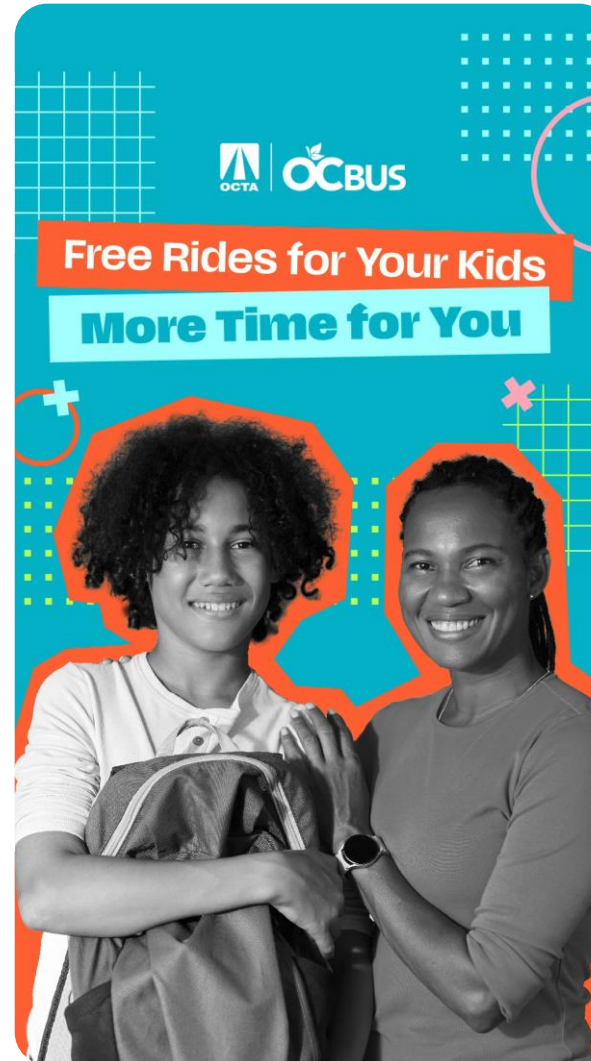
OCbus.com/Wave



OC Bus: Transit Employee Appreciation Day



OC Bus: Youth Ride Free Promotion



- 47,791 webpage views
- 21 events reached 3,304 people
- 1.7M reached thru digital ads
- 11,115 social impressions
- 12% of systemwide boardings

OC Bus: College Pass Program Campaign

OCTA | OC BUS

Ride Free.* Save Big.
Community College Students
Ride OC Bus Everywhere!

[OCbus.com/Cpp](https://ocbus.com/cpp)
*Registration required. Student fees may apply.

Download the app to start riding!

This advertisement features a young woman with glasses and a backpack, smiling. The background is a purple-to-pink gradient with faint icons of school supplies and science symbols.

OCTA | OC BUS

Unlimited Free Rides.* Big Savings.
Community College Students
Ride OC Bus Everywhere!

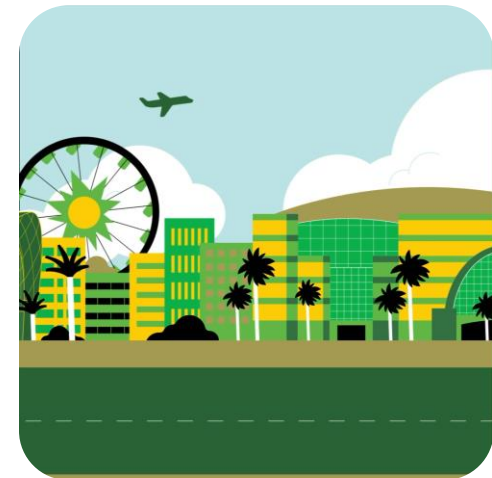
[OCbus.com/Cpp](https://ocbus.com/cpp)
*Registration required. Student fees may apply.

Download the app to start riding!

This advertisement features a young man with a backpack, smiling. The background is a green-to-yellow gradient with faint icons of school supplies and science symbols.



OC Rideshare: Vanpool Program



OC Rideshare: Bike Rally



2025 OC BIKE MONTH

EVERY RIDE IS YOUR STORY

PLEDGE FOR A CHANCE TO WIN AN E-BIKE PACKAGE
[OCTA.NET/BIKEMONTH](https://octa.net/bikemonth)



2025 OC BIKE MONTH

EVERY RIDE IS YOUR STORY

BIKE RALLY

THUR, MAY 22 7:30 TO 9 AM

ORANGE METROLINK STATION TO THE OCTA HEADQUARTERS IN ORANGE

RSVP AND LEARN MORE
[OCTA.NET/BIKERALLY](https://octa.net/bikerally)



2025 OC BIKE MONTH

EVERY RIDE IS YOUR STORY

PLEDGE FOR A CHANCE TO WIN AN E-BIKE PACKAGE*

Avant Agile Commuter E-Bike (\$1,499 value), adult helmet, child helmet, baby seat, and bike lock!

[OCTA.NET/BIKEMONTH](https://octa.net/bikemonth)

*No purchase or payment is necessary to win. See official rules at octa.net/bikesweepstakes. Prizes are not transferable and may not be exchanged for cash or other prizes.





Thank You