



**Orange County Transportation Authority Legislative Matrix**

**2026 State Legislation Session  
April 16, 2026**

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<b>BILLS WITH POSITIONS</b>			
<p><b>AB 334 (Petrie-Norris – D)</b> Operators of toll facilities: interoperability programs: vehicle information.</p>	<p>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.</p>	<p><b>INTRODUCED:</b> 01/28/2025 <b>LOCATION:</b> Senate Committees on Transportation and Judiciary <b>LAST AMEND:</b> 07/17/2025  <b>STATUS:</b> 09/13/2025 In SENATE. Failed Deadline pursuant to Rule 61(a)(14).</p>	<p>Support (partial list)  Support: Transportation Corridor Agencies (sponsor), Metropolitan Transportation Commission, Orange County Business Council, San Bernardino County Transportation Authority, Association of California Cities Orange County, Automobile Club of Southern California</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>AB 1569</b> <b>(Davies – R)</b> Pupil safety: electric bicycle parking: safety program.</p>	<p>Would require each school that allows pupils in kindergarten or any of grades 1 to 12, to park a class 1, 2, or 3 electric bicycle, on campus during regular school hours to require pupils to complete the electric bicycle safety and training program developed by the Department of the California Highway Patrol, or a related safety course, as specified, as a condition for parking on campus.</p>	<p><b>INTRODUCED:</b> 01/12/2026 <b>LOCATION:</b> Assembly Committee on Education <b>LAST AMEND:</b> 03/09/2026 <b>HEARING:</b> 04/08/2026</p> <p><b>STATUS:</b> 03/16/2026 <i>In ASSEMBLY. Hearing canceled at the request of author.</i></p>	<p><i>Support (partial list)</i></p> <p><i>Support: City of Irvine, City of San Clemente</i></p>
<p>► <b>AB 1855</b> <b>(Gonzalez – R)</b> <i>California Environmental Quality Act: exemption: passenger rail service.</i></p>	<p><i>Would expand the California Environmental Quality Act (CEQA) exemption for passenger rail projects by removing certain zero-emission and Tier 4 rolling stock requirements and modifying right-of-way eligibility criteria.</i></p>	<p><b>INTRODUCED:</b> 02/11/2026 <b>LOCATION:</b> Assembly Committee on Natural Resources</p> <p><b>STATUS:</b> 02/23/2026 <i>In ASSEMBLY. Referred to Assembly Committee on Natural Resources</i></p>	<p><b>STAFF RECOMMENDS SUPPORT</b></p> <p><i>Support: Riverside County Transportation Commission (sponsor)</i></p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>AB 1944</b> <b>(Lee – D)</b> Zero-emission transit buses: axle weight.</p>	<p><i>Would establish a phased extension of axle weight allowances for zero-emission transit buses procured between January 1, 2027, and December 31, 2031, to support fleet transition requirements.</i></p>	<p><b>INTRODUCED:</b> 02/13/2026 <b>LOCATION:</b> Assembly Committee on Transportation</p> <p><b>STATUS:</b> 03/25/2026 <i>In ASSEMBLY. Ordered to third reading.</i></p>	<p><b>STAFF RECOMMENDS SUPPORT</b></p> <p><i>Support: California Transit Association (sponsor), Monterey-Salinas Transit District, Sacramento Regional Transit Center, San Diego Metropolitan Transit System</i></p>
<p>► <b>AB 2051</b> <b>(Wicks–D)</b> Public resources: Coastal Resilience Permitting Working Group.</p>	<p>Would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas.</p>	<p><b>INTRODUCED:</b> 02/18/2026 <b>LOCATION:</b> Assembly Committee on Water, Parks, and Wildlife <b>LAST AMEND:</b> 03/25/2026 <b>HEARING:</b> 04/14/2026</p> <p><b>STATUS:</b> 03/26/26 <i>In ASSEMBLY. Re-referred to Assembly Committee on Water, Parks, and Wildlife</i></p>	<p>Support</p> <p>Support: Bay Area Council (sponsor), Bay Area Planning Coalition (co-sponsor), Port of San Francisco, California State Association of Counties (CSAC), San Francisco International Airport, Valley Water</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>▶ <b>AB 2059</b> <b>(Wilson – D)</b> <i>California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.</i></p>	<p><i>Would establish a cap on the cost of mitigation measures required to address transportation impacts under CEQA related to vehicle miles traveled (VMT). As amended, the bill would cap required VMT mitigation costs for transportation projects in rural counties at 5 percent of estimated total project cost and deem costs above that threshold economically infeasible.</i></p>	<p><b>INTRODUCED:</b> 02/18/2026 <b>LOCATION:</b> Assembly Committee on Natural Resources <b>LAST AMEND:</b> 03/19/2026</p> <p><b>STATUS:</b> 03/23/2026 <i>In ASSEMBLY. Re-referred to Assembly Committee on Natural Resources.</i></p>	<p><b>STAFF RECOMMENDS SUPPORT IF AMENDED</b></p>
<p>▶ <b>AB 2513</b> <b>(Petrie-Norris – D)</b> <i>Wildfire: Regional Forest and Fire Capacity Program: regional landscape grants.</i></p>	<p><i>Would authorize the Department of Conservation to directly award regional landscape grants to support implementation of regional wildfire resilience strategies.</i></p>	<p><b>INTRODUCED:</b> 02/20/2026 <b>LOCATION:</b> Assembly Committee on Natural Resources <b>HEARING:</b> 04/06/2026</p> <p><b>STATUS:</b> 03/09/2026 <i>In ASSEMBLY. Referred to Assembly Committees on Natural Resources and Water, Parks, and Wildlife.</i></p>	<p><b>STAFF RECOMMENDS SUPPORT</b></p> <p><i>Support: County of Orange Area Safety Task Force, County of Orange</i></p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>AB 2560</b> <b>(Schultz – D)</b> <i>Climate Action Plan for Transportation Infrastructure: goals.</i></p>	<p><i>Would codify the Climate Action Plan for Transportation Infrastructure goals and apply them to major state transportation funding programs, including the Interregional Transportation Improvement Program, Transit and Intercity Rail Capital Program, Local Partnership Program, Trade Corridor Enhancement Program, Active Transportation Program, and Solutions for Congested Corridors Program.</i></p>	<p><b>INTRODUCED:</b> 02/20/2026 <b>LOCATION:</b> Assembly Committee on Transportation</p> <p><b>STATUS:</b> 03/26/2026 <i>In ASSEMBLY. Hearing postponed by the committee.</i></p>	<p><b>STAFF RECOMMENDS OPPOSE</b></p> <p><i>Oppose: Self-Help Counties Coalition</i></p>
<p>► <b>AB 2576</b> <b>(Harabedian – D)</b> <i>Local planning: housing element: transit-oriented development.</i></p>	<p><i>Would delay implementation timelines associated with state Transit Oriented Development requirements by one year and make technical and implementation changes related to SB 79 (Chapter 512, Statutes of 2025).</i></p>	<p><b>INTRODUCED:</b> 02/20/2026 <b>LOCATION:</b> Assembly Committee on Housing and Community Development <b>LAST AMEND:</b> 03/19/2026 <b>HEARING:</b> 04/15/2026</p> <p><b>STATUS:</b> 03/23/2026 <i>In ASSEMBLY. Re-referred to Committee on Housing and Community Development.</i></p>	<p><b>STAFF RECOMMENDS SUPPORT</b></p> <p><i>Support: City of Pasadena (sponsor)</i></p>

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

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p><b>SB 741</b> <b>(Blakespear – D)</b> 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><b>INTRODUCED:</b> 02/21/25 <b>LOCATION:</b> Assembly Committee on Natural Resources <b>LAST AMEND:</b> 04/21/25  <b>STATUS:</b> 07/17/2025 In ASSEMBLY. Failed Deadline pursuant to Rule 61(a)(10).</p>	<p>Oppose</p> <p>Support: California Coastal Protection Network, City of Los Alamitos, Save Our Beaches – San Clemente, Surfrider Foundation</p> <p>Oppose: Association of California Cities Orange County, Orange County Council of Governments, County of Orange, Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency</p>
<p><b>SB 752</b> <b>(Richardson – D)</b> 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><b>INTRODUCED:</b> 02/21/25 <b>LOCATION:</b> Senate Appropriations Committee  <b>STATUS:</b> 02/02/2026 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.</p>	<p>Support (partial list)</p> <p>Support: CTA (sponsor), Alameda-Contra Costa Transit District, Foothill Transit, San Francisco Municipal Transportation Agency, Riverside Transit Agency, San Diego Metropolitan Transit System</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>SB 935</b> <b>(Choi – R)</b> <i>Local agency design-build projects: authorization.</i></p>	<p><i>Would indefinitely extend design-build authority for local agencies by repealing the January 1, 2031, sunset on existing authority.</i></p>	<p><b>INTRODUCED:</b> 01/29/2026 <b>LOCATION:</b> Senate Committee on Appropriations <b>HEARING:</b> 04/13/2026</p> <p><b>STATUS:</b> 03/27/2026 <i>In SENATE. Re-referred to Committee on Appropriations.</i></p>	<p><b>STAFF RECOMMENDS SUPPORT</b></p> <p>Support: American Council of Engineering Companies California, Cal Cities, CSAC, Design Build Institute of America Western Pacific Chapter, League of California Cities, Rural County Representatives of California</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>SB 1167</b> <b>(Blakespear – D)</b> <i>Vehicles: electric bicycles.</i></p>	<p><i>Would prohibit certain motorized vehicles from being marked or sold as electric bicycles and establish enhanced labeling, disclosure, and safety requirements.</i></p>	<p><b>INTRODUCED:</b> 02/18/2026 <b>LOCATION:</b> Senate Committee on Transportation <b>LAST AMEND:</b> 03/26/2026 <b>HEARING:</b> 04/07/2026</p> <p><b>STATUS:</b> 03/26/2026 <i>In SENATE. Re-referred to Committee on Transportation.</i></p>	<p><b>STAFF RECOMMENDS SUPPORT</b></p> <p><i>Support (partial list): CalBike (co-sponsor), People for Bikes (co-sponsor), Streets Are For Everyone (SAFE) (co-sponsor), Streets for All (co-sponsor), California District Attorneys Association, California Emergency Nurses Association, California Medical Association, City of Oceanside, City of Vista, Oceanside Unified School District, San Diego County Bicycle Coalition, San Diego District Attorney’s Office</i></p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>SB 1423</b> <b>(Stern – D)</b> <i>Transportation funding: State Transportation Improvement Program: Active Transportation Program.</i></p>	<p><i>Would require at least 50 percent of both interregional and regional State Transportation Improvement Program funds to be programmed for “safe streets” projects, defined primarily as pedestrian, bicycle, and traffic calming improvements, and prioritize those investments in transit-oriented development zones. The bill also renames the Active Transportation Program as the “Safe Streets Program” and modifies project selection criteria.</i></p>	<p><b>INTRODUCED:</b> 02/20/2026 <b>LOCATION:</b> Senate Committee on Rules <b>LAST AMEND:</b> 03/25/2026</p> <p><b>STATUS:</b> 03/26/2026 <i>In SENATE. Re-referred to Committee on Rules.</i></p>	<p><b>STAFF RECOMMENDS OPPOSE</b></p>

## BILLS BEING MONITORED

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

**Introduced:** 12/02/2024

**Last Amended:** 01/14/2026

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

**Location:** 01/27/2026 - Senate Rules

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

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

**Introduced:** 01/16/2025

**Last Amended:** 04/21/2025

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

**Location:** 07/17/2025 - Senate 2 YEAR

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

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

**Introduced:** 01/17/2025

**Last Amended:** 06/02/2025

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

**Location:** 08/28/2025 - Senate 2 YEAR

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

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

**Introduced:** 01/28/2025

**Last Amended:** 07/17/2025

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

**Location:** 09/11/2025 - Senate 2 YEAR

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

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

**Introduced:** 01/28/2025

**Last Amended:** 03/05/2025

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

**Location:** 08/29/2025 - Senate 2 YEAR

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

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

**Introduced:** 02/06/2025

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

**Location:** 08/29/2025 - Senate 2 YEAR

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

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

**Introduced:** 02/13/2025

**Last Amended:** 09/09/2025

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

**Location:** 09/13/2025 - Assembly RECONSIDERATION

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

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

**Introduced:** 02/18/2025

**Last Amended:** 09/09/2025

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

**Location:** 09/13/2025 - Senate 2 YEAR

**Summary:** 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. Current 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. The bill would revise the definition of "logistics use" and instead define "logistics use development" for these purposes to mean a building that is primarily used as a warehouse for the movement or the storage of cargo, goods, or products that are moved to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products.

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

**Introduced:** 02/19/2025

**Last Amended:** 06/25/2025

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

**Location:** 08/25/2025 - Senate 2 YEAR

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

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

**Introduced:** 02/19/2025

**Last Amended:** 07/10/2025

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

**Location:** 08/28/2025 - Senate 2 YEAR

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

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

**Introduced:** 02/19/2025

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

**Location:** 07/17/2025 - Senate 2 YEAR

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

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

**Introduced:** 02/20/2025

**Last Amended:** 06/30/2025

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

**Location:** 09/11/2025 - Senate 2 YEAR

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

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

**Introduced:** 02/20/2025

**Last Amended:** 09/05/2025

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

**Location:** 09/13/2025 - Senate 2 YEAR

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

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

**Introduced:** 02/20/2025 (Spot bill)

**Last Amended:** 05/23/2025

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

**Location:** 07/17/2025 - Senate 2 YEAR

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

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

**Introduced:** 02/21/2025

**Last Amended:** 05/29/2025

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

**Location:** 07/17/2025 - Senate 2 YEAR

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

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

**Introduced:** 02/21/2025

**Last Amended:** 04/23/2025

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

**Location:** 07/17/2025 - Senate 2 YEAR

**Summary:** 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 1331 (Elhawary, D) Workplace surveillance.**

**Introduced:** 02/21/2025

**Last Amended:** 09/04/2025

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

**Location:** 09/13/2025 - Senate 2 YEAR

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

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

**Introduced:** 02/21/2025

**Last Amended:** 05/23/2025

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

**Location:** 07/17/2025 - Senate 2 YEAR

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

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

**Introduced:** 02/21/2025

**Last Amended:** 01/22/2026

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

**Location:** 01/29/2026 - Senate Rules

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

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

**Introduced:** 02/21/2025

**Last Amended:** 01/05/2026

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

**Location:** 01/29/2026 - Senate Rules

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

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

**Introduced:** 01/08/2026

**Last Amended:** 03/16/2026

**Status:** 03/17/2026 - Re-referred to Com. on TRANS.

**Calendar:** 04/06/26 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 02/02/2026 - Assembly Transportation

**Summary:** Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Existing law classifies electric bicycles into 3 classes with different restrictions. Existing law defines a "class 1 electric bicycle" as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Existing law defines a "class 2 electric bicycle" as a bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Existing law defines a "class 3 electric bicycle" as 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. A violation of the Vehicle Code is a crime. This bill would instead define a class 1 electric bicycle as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 16 miles per hour. The bill would define a class 2 electric bicycle as a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 16 miles per hour. The bill would provide that, notwithstanding these definitions, an electric bicycle manufactured prior to January 1, 2027, that was equipped with a motor that is not capable of exceeding 750 watts of peak power and otherwise met the legal requirements for the relevant class at the time of manufacture shall retain its classification. The bill would prohibit a manufacturer from equipping, and a retailer from offering for sale or advertising, any device labeled as an electric bicycle with a motor that is capable of exceeding 750 watts of peak power.

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

**Introduced:** 01/12/2026

**Last Amended:** 02/25/2026

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

**Location:** 03/18/2026 - Assembly Appropriations

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

**AB 1569 (Davies, R) Pupil safety: electric bicycle parking: safety program.**

**Introduced:** 01/12/2026

**Last Amended:** 03/09/2026

**Status:** 03/16/2026 - In committee: Set, first hearing. Hearing canceled at the request of author.

**Calendar:** 04/08/26 A-EDUCATION 1:30 p.m. - State Capitol, Room 126 PATEL, DARSHANA, Chair

**Location:** 02/09/2026 - Assembly Education

**Summary:** Existing law authorizes the governing board of any school district having jurisdiction over elementary, intermediate, junior high, or high school to provide time and facilities to local law enforcement agency having jurisdiction over the school of the district for bicycle, scooter, electric bicycle, motorized bicycle, or motorized scooter safety instruction. Existing law prohibits a person from driving or parking a vehicle or animal upon the driveways, paths, parking facilities, or grounds of specific public entities, including a public school or an educational institution exempted, in whole or in part, from taxation, except with the permission of, and subject to any condition or regulation that may be imposed by, the governing body of the specified public entity. Existing law authorizes a public agency to adopt rules or regulations to restrict, or specify the conditions for, the use of bicycles, motorized bicycles, electric bicycles, skateboards, electrically motorized boards, and roller skates on public property under the jurisdiction of that agency. This bill would require each school district and county office of education that allows pupils in kindergarten or any of grades 1 to 12, inclusive, to park a class 1, 2, or 3 electric bicycle, as defined, on campus to require pupils to complete the electric bicycle safety and training program developed by the Department of the California Highway Patrol, as provided, or a related safety course, as specified, as a condition for parking on campus.

**AB 1578 (Jackson, D) State and local officials: antihate speech training.**

**Introduced:** 01/12/2026

**Status:** 03/09/2026 - Referred to Coms. on L. GOV. and G.O.

**Location:** 03/09/2026 - Assembly Local Government

**Summary:** Current law requires each state agency to offer at least semiannually, and certain state officials to attend once every 2 years, an orientation course on the relevant ethics statutes and regulations that govern the official conduct of state officials. Current law requires each state agency to maintain records indicating the specific attendees, each attendee's job title, and dates of their attendance for each orientation course offered for a period of not less than 5 years after each course is given. This bill would require, beginning on January 1, 2028, a state official to complete at least one hour of antihate speech training and education within 6 months of taking office and subsequently every 4 years thereafter.

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

**Introduced:** 01/16/2026

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

**Location:** 03/23/2026 - Assembly Appropriations

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

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

**Introduced:** 01/20/2026

**Last Amended:** 03/10/2026

**Status:** 03/24/2026 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 12. Noes 4.) (March 23). Re-referred to Com. on JUD.

**Calendar:** 04/07/26 A-JUDICIARY 8 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

**Location:** 03/23/2026 - Assembly Judiciary

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

**AB 1678 (Harabedian, D) Claremontclair Authority: Metro A Line Extension project.**

**Introduced:** 02/02/2026

**Last Amended:** 03/19/2026

**Status:** 03/23/2026 - Re-referred to Com. on TRANS.

**Calendar:** 04/13/26 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 03/19/2026 - Assembly Transportation

**Summary:** Existing law creates the Metro Gold Line Foothill Extension Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of a light rail project extending from Union Station in the City of Los Angeles to Sierra Madre Villa Boulevard in the City of Pasadena and any mass transit guideway that may be planned along the rail right-of-way extending to the City of Montclair in the County of San Bernardino, as provided. This bill would reduce the scope of the light rail project overseen by the Metro Gold Line Foothill Extension Construction Authority by instead providing that the project extends to any mass transit guideway that may be planned along the rail right-of-way to the City of Claremont in the County of Los Angeles. This bill would instead require the Claremontclair Authority (authority), which the bill would create, to award and oversee all design and construction contracts for completion of a light rail project extending from and including the rail tracks located to the east of the Claremont light rail station to be constructed by the Metro Gold Line Foothill Extension Construction Authority and continuing to the Montclair Transit Center in the City of Montclair in the County of San Bernardino.

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

**Introduced:** 02/05/2026

**Status:** 03/02/2026 - Referred to Com. on P. E. & R.

**Calendar:** 04/08/26 A-PUBLIC EMPLOYMENT AND RETIREMENT 9 a.m. - State Capitol, Room 444 MCKINNOR, TINA, Chair

**Location:** 03/02/2026 - Assembly Public Employment and Retirement

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

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

**Introduced:** 02/05/2026

**Status:** 03/25/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (March 25). Re-referred to Com. on APPR.

**Location:** 03/25/2026 - Assembly Appropriations

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

**AB 1740 (Zbur, D) Coastal resources: coastal development permits: urban multimodal communities: bicycle facilities.**

**Introduced:** 02/05/2026

**Status:** 02/23/2026 - Referred to Coms. on NAT. RES. and H. & C.D.

**Location:** 02/23/2026 - Assembly Natural Resources

**Summary:** The California Coastal Act of 1976 requires, among other things, 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 a local government, as provided. The act provides that a coastal development permit is not required for specified types of development in specified areas, as provided. This bill would authorize a city to designate itself as an urban multimodal community if the city has (1) at least one high-quality transit corridor or transit priority area in the city, (2) adopted plans that include targets to reduce greenhouse gas emissions and fatal and severe injury crashes, and (3) Class I, Class II, or Class IV bicycle facilities, as defined. If a city meets the criteria to designate itself as an urban multimodal community, the bill would require documentation be submitted to the Office of Land Use and Climate Innovation for review and would require the documentation to be posted on the city's internet website. The bill would provide that a coastal development permit is not required for certain activities and types of development within an urban multimodal community, as specified.

**AB 1783 (DeMaio, R) Vehicle miles traveled: local tax and state fund prohibition.**

**Introduced:** 02/09/2026

**Last Amended:** 03/19/2026

**Status:** 03/23/2026 - Re-referred to Com. on L. GOV.

**Location:** 03/16/2026 - Assembly Local Government

**Summary:** Existing law sets forth various provisions on the use of state funds, including by prohibiting the use of a grant of state funds to assist, promote, or deter union organizing. This bill would prohibit a state agency from expending funds for the study, planning, testing, design, implementation, administration, or evaluation of a tax, fee, assessment, or charge based on vehicle miles traveled (vehicle miles purposes). The bill would require the reversion of funds appropriated from the General Fund to another fund for vehicle miles purposes and would require the deobligation of encumbered but unexpended funds for those purposes. The bill would require the Department of Finance to, within 60 days of January 1, 2027, identify all relevant appropriations and ensure their reversion or transfer.

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

**Introduced:** 02/10/2026

**Last Amended:** 03/12/2026

**Status:** 03/16/2026 - Re-referred to Com. on L. GOV.

**Location:** 02/23/2026 - Assembly Local Government

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

**AB 1791 (Sanchez, R) State Air Resources Board: South Coast Air Quality Management District: regulations: prohibition: costs.**

**Introduced:** 02/10/2026

**Status:** 02/23/2026 - Referred to Com. on NAT. RES.

**Location:** 02/23/2026 - Assembly Natural Resources

**Summary:** Would prohibit the State Air Resources Board from adopting any regulation or rule that would add more than \$0.02 to the cost of a gallon of gasoline or add \$2,000 or more to the cost to build any home. The bill would require the state board to submit data to the relevant policy committees of the Legislature that demonstrates how a proposed regulation is compliant with this prohibition.

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

**Introduced:** 02/10/2026

**Status:** 03/16/2026 - Referred to Coms. on L. GOV. and W., P., & W.

**Location:** 03/16/2026 - Assembly Local Government

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

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

**Introduced:** 02/10/2026

**Status:** 03/19/2026 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 6. Noes 0.) (March 18). Re-referred to Com. on JUD.

**Calendar:** 04/07/26 A-JUDICIARY 8 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

**Location:** 03/18/2026 - Assembly Judiciary

**Summary:** The California Fair Employment and Housing Act makes specified employment practices unlawful, including the harassment of an employee directly by the employer or indirectly by agents of the employer with the employer's knowledge. Under existing law, the Civil Rights Department administers these provisions. Current law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. This bill would additionally require that the above-described training and education include, as a component of the training and education, anti-hate speech training.

**AB 1823 (Jackson, D) State government: State Government Strategic Planning and Performance and Review**

**Act: strategic plans: equity.**

**Introduced:** 02/11/2026 (Spot bill)

**Last Amended:** 03/19/2026

**Status:** 03/23/2026 - Re-referred to Com. on G.O.

**Location:** 03/19/2026 - Assembly Governmental Organization

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

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

**Introduced:** 02/11/2026

**Last Amended:** 03/12/2026

**Status:** 03/24/2026 - From committee: Do pass and re-refer to Com. on P. & C.P. (Ayes 14. Noes 1.) (March 23). Re-referred to Com. on P. & C.P.

**Calendar:** 04/07/26 A-PRIVACY AND CONSUMER PROTECTION 1:30 p.m. - State Capitol, Room 437  
BAUER-KAHAN, REBECCA, Chair

**Location:** 03/23/2026 - Assembly Privacy and Consumer Protection

**Summary:** Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Existing law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law requires a public transit operator that implements an automated enforcement system to enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations indefinitely.

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

**Introduced:** 02/11/2026

**Status:** 03/23/2026 - Read second time. Ordered to third reading.

**Location:** 03/23/2026 - Assembly THIRD READING

**Summary:** Current law requires a local agency that requires that contracts be awarded to the lowest responsible bidder meeting, or making a good faith effort to meet, participation goals for minority, women, or disabled veteran business enterprises to provide in the general conditions under which bids will be received that any person making a bid or offer to perform a contract shall include specified information in that bid or offer. This bill would require a contractor, as a condition of submitting a bid to a local agency, as specified, to fully disclose any history of wage-and-hour violations and provide supporting documentation, as described. The bill would authorize a contractor that fails to provide the required disclosures and supporting materials to be disqualified from the bid.

**AB 1855 (Gonzalez, Jeff, R) California Environmental Quality Act: exemption: passenger rail service.**

**Introduced:** 02/11/2026

**Status:** 02/23/2026 - Referred to Com. on NAT. RES.

**Location:** 02/23/2026 - Assembly Natural Resources

**Summary:** The California Environmental Quality Act (CEQA), until January 1, 2040, exempts from its requirements certain projects for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, as provided. CEQA requires, for purposes of this exemption, that the project be located entirely within an existing rail right-of-way or existing highway right-of-way, as provided. This bill would instead eliminate the condition that the public project be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, thereby expanding the scope of the exemption. The bill would require, for purposes of the exemption, the mainline rail of the project, instead of the whole project, to be located entirely within an existing right-of-way or existing highway right-of-way.

**AB 1862 (Boerner, D) Use of Taxpayer Funds Act.**

**Introduced:** 02/11/2026

**Status:** 03/23/2026 - Referred to Coms. on L. GOV. and REV. & TAX.

**Location:** 03/23/2026 - Assembly Local Government

**Summary:** Current law generally regulates public works and public purchases, including prohibiting a state agency, as defined, from entering into any contract for the purchase of supplies, equipment, or services from any person who is, among other things, in violation of any order or resolution not subject to review promulgated by the State Air Resources Board or an air pollution control district. This bill would prohibit a public entity from entering into any contract, lease, grant agreement, joint venture, partnership, or other arrangement with a private party that, among other things, grants the private party the right to restrict or condition the use, allocation, or disbursement of taxpayer funds collected or received by the public entity. The bill would make any provision of a contract, lease, grant agreement, joint venture, partnership, or other arrangement that takes effect or commences on or after January 1, 2027, that is in violation of that provision void and unenforceable. The bill would specify that nothing in its provisions are to be construed to prohibit a public entity from entering into a contract, lease agreement, grant agreement, joint venture, partnership, or other arrangement with a private party that, among other things, grants the private party the right to determine, restrict, or condition the use, allocation, or disbursement of nontaxpayer funds, provided that the authority does not extend in any way to taxpayer funds collected or received by the public entity.

**AB 1883 (Bryan, D) Workplace surveillance tools.**

**Introduced:** 02/12/2026

**Last Amended:** 03/12/2026

**Status:** 03/19/2026 - From committee: Do pass and re-refer to Com. on P. & C.P. (Ayes 5. Noes 0.) (March 18). Re-referred to Com. on P. & C.P.

**Calendar:** 04/16/26 A-PRIVACY AND CONSUMER PROTECTION Upon adjournment of Session - 1021 O Street, Room 1100 BAUER-KAHAN, REBECCA, Chair

**Location:** 03/18/2026 - Assembly Privacy and Consumer Protection

**Summary:** Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state, the enforcement of which is not specifically vested in any other officer, board, or commission. This bill would generally regulate the use of workplace surveillance tools and an employer's use of worker data. The bill would prohibit an employer from using certain workplace surveillance tools, including a workplace surveillance tool that incorporates facial, gait, or emotion recognition technology, except as specified. The bill would also prohibit an employer from using a workplace surveillance tool to infer specified categories of information about a worker, including, among others, their veteran status, ancestral history, religious beliefs, or disability status. The bill would require the Labor Commissioner to enforce the bill's provisions, would authorize an employee to bring a civil action for specified remedies for a violation of the bill's provisions, and would authorize a public prosecutor to enforce the provisions. The bill would subject an employer who violates the bill's provisions to a civil penalty of \$500 for each violation. The bill would define various terms for purposes of its provisions. This bill contains other related provisions.

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

**Introduced:** 02/12/2026

**Last Amended:** 03/20/2026

**Status:** 03/25/2026 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 10. Noes 3.) (March 25). Re-referred to Com. on JUD.

**Location:** 03/25/2026 - Assembly Judiciary

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

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

**Introduced:** 02/12/2026

**Status:** 03/25/2026 - From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 6. Noes 2.) (March 25). Re-referred to Com. on L. GOV.

**Location:** 03/25/2026 - Assembly Local Government

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

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

**Introduced:** 02/13/2026

**Status:** 03/02/2026 - Referred to Com. on TRANS.

**Location:** 03/02/2026 - Assembly Transportation

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

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

**Introduced:** 02/13/2026

**Status:** 03/25/2026 - Read second time. Ordered to third reading.

**Location:** 03/25/2026 - Assembly THIRD READING

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

**AB 1947 (Ta, R) Surplus land.**

**Introduced:** 02/13/2026

**Status:** 03/16/2026 - Referred to Com. on G.O.

**Calendar:** 04/08/26 A-GOVERNMENTAL ORGANIZATION 1:30 p.m. - 1021 O Street, Room 1100 RUBIO, BLANCA, Chair

**Location:** 03/16/2026 - Assembly Governmental Organization

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

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

**Introduced:** 02/13/2026

**Last Amended:** 03/27/2026

**Status:** 03/27/2026 - From committee chair, with author's amendments: Amend, and re-refer to Com. on L. & E. Read second time and amended.

**Calendar:** 04/08/26 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

**Location:** 03/16/2026 - Assembly Labor and Employment

**Summary:** Existing law authorizes an employer or collective bargaining representative of an employee who has suffered harassment, unlawful violence, or a credible threat of violence from any individual, to seek a workplace violence restraining order on behalf of the employee and, at the discretion of the court, any number of other employees at the workplace or at other workplaces of the employer. Existing law authorizes one or more representative parties to bring suit for the benefit of a class of parties if the question is one of a common or general interest, of many persons, or when the parties are numerous, and it is impracticable to bring them all before the court. This bill contains other existing laws.

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

**Introduced:** 02/13/2026

**Last Amended:** 03/19/2026

**Status:** 03/23/2026 - Re-referred to Com. on TRANS.

**Calendar:** 04/13/26 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 03/19/2026 - Assembly Transportation

**Summary:** Would prohibit a city or county from holding a community input meeting to gather input from the general public on a proposed pedestrian or bicycle safety project after the project is included in an approved plan that will be implemented as part of the circulation element of the city or county's general plan. At a public meeting where a contract is awarded for, or when county or city staff, as applicable, are directed to begin, the construction of a pedestrian or bicycle safety project, or anytime thereafter, the bill would prohibit the city or county from terminating the project unless the city or county makes specified findings at a public meeting. If a city or county establishes a process for residents of the city or county to submit a petition to request the installation of a traffic calming measure, the bill would prohibit the city or county from requiring the petition to contain the signatures of more than a majority of the total number of persons whose residences are located, in whole or in part, within 1,000 feet of the proposed traffic calming measure, as specified. To the extent that the bill increases the duties of local officials, the bill would impose a state-mandated local program.

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

**Introduced:** 02/17/2026

**Status:** 03/09/2026 - Referred to Com. on H. & C.D.

**Calendar:** 04/08/26 A-HOUSING AND COMMUNITY DEVELOPMENT 9 a.m. - State Capitol, Room 126 HANEY, MATT, Chair

**Location:** 03/09/2026 - Assembly Housing and Community Development

**Summary:** The Planning and Zoning Law requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. That law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine the existing and projected need for housing in each region and further requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Current law establishes the Local Government Planning Support Grants Program, administered by the department, for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment, as provided. This bill would establish the Regional Early Action Planning Fund in the State Treasury for the purpose of providing councils of governments, regional entities, and jurisdictions with one-time funding, including grants for planning activities, to enable those entities to meet the 7th and subsequent cycles of the regional housing need assessment. The bill would require the department to allocate funds, upon appropriation by the Legislature, from the Regional Early Action Planning Fund to each council of governments or regional entity responsible for allocating regional housing need that applies and qualifies for those moneys, as specified. The bill would authorize a council of governments or regional entity to expend funds awarded for certain purposes, including for activities that support the development, improvement, or implementation of the methodology for the 7th and subsequent regional housing needs assessment cycles, and for providing jurisdictions with technical assistance, planning, temporary staffing, or consultant needs associated with updating local planning and zoning documents, as provided.

**AB 2015 (Wicks, D) Navigation programs: slow streets.**

**Introduced:** 02/17/2026

**Last Amended:** 03/19/2026

**Status:** 03/23/2026 - Re-referred to Com. on TRANS.

**Calendar:** 04/13/26 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 03/19/2026 - Assembly Transportation

**Summary:** Existing law authorizes a local authority to adopt an ordinance to implement a slow streets program, which may include closures to vehicular traffic or through vehicular traffic of neighborhood local streets with connections to citywide bicycle networks, destinations that are within walking distance, or green space. This bill would additionally authorize local authorities to adopt rules and regulations by ordinance or resolution to prohibit any person, business, or other entity having ownership or control of a navigation program from providing directions to a driver that would include any of the streets in a slow streets program, and would require the local authority to notify the person, business, or other entity having ownership or control of a navigation program of the streets in a slow streets program.

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

**Introduced:** 02/17/2026

**Last Amended:** 03/19/2026

**Status:** 03/23/2026 - Re-referred to Com. on G.O.

**Location:** 03/19/2026 - Assembly Governmental Organization

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

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

**Introduced:** 02/17/2026

**Last Amended:** 03/16/2026

**Status:** 03/17/2026 - Re-referred to Com. on L. & E.

**Calendar:** 04/08/26 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

**Location:** 03/16/2026 - Assembly Labor and Employment

**Summary:** Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state, the enforcement of which is not specifically vested in any other officer, board, or commission. This bill would require an employer, or a vendor acting on behalf of an employer, to collect and process worker data only as strictly necessary to administer the employment relationship and fulfill specific obligations. The bill would prohibit an employer or vendor from using a worker's data to train or deploy artificial intelligence to, among other things, replicate, automate, or replace a worker's job, and to prohibit an employer or vendor from deploying artificial intelligence trained with worker data to replicate, automate, or replace a worker's job. The bill would prohibit an employer from selling, disclosing, or otherwise providing access to worker data to a third party to train an artificial intelligence system for the purposes of replicating, automating, or replacing a worker's job. The bill would prohibit a vendor providing services to an employer under a contract from providing access to the employer's worker data to a third party or using an employer's worker data to train artificial intelligence, as specified. The bill would require a contract between an employer and vendor to include specific terms, including, among others, a provision that the employer and vendor be jointly liable for a violation of these prohibitions.

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

**Introduced:** 02/17/2026

**Status:** 03/02/2026 - Referred to Com. on L. GOV.

**Location:** 03/02/2026 - Assembly Local Government

**Summary:** The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. Existing law authorizes certain local agencies to engage in job order contracting, as prescribed. This bill would authorize the city council to award individual annual job order contracts, not to exceed \$500,000, as specified, for repair, remodeling, or other repetitive work to be done according to unit prices. The bill would prohibit, among other things, annual contracts from being awarded for any new construction. The bill would require the contracts to be awarded to the lowest responsible bidder and be based on plans and specifications for typical work.

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

**Introduced:** 02/18/2026

**Last Amended:** 03/25/2026

**Status:** 03/26/2026 - Re-referred to Com. on W., P., & W.

**Calendar:** 04/14/26 A-WATER, PARKS AND WILDLIFE 9 a.m. - State Capitol, Room 444 PAPAN, DIANE, Chair

**Location:** 03/24/2026 - Assembly Water, Parks and Wildlife

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

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

**Introduced:** 02/18/2026

**Last Amended:** 03/19/2026

**Status:** 03/23/2026 - Re-referred to Com. on NAT. RES.

**Location:** 03/19/2026 - Assembly Natural Resources

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Land Use and Climate Innovation to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the CEQA implementation guidelines to establish criteria for determining the significance of transportation impacts of projects within transit priority areas, and requires the criteria to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. CEQA requires the office to recommend potential metrics, including, among other metrics, vehicle miles traveled, to measure these transportation impacts. This bill would, except as provided, specify that the total cost of mitigation measures required to address a significant transportation impact as determined by the vehicle miles traveled metric is not to exceed 5% of the estimated total project costs. The bill would specify that mitigation measures to address a significant transportation impact as determined by the vehicle miles traveled metric that exceed the 5% limit are deemed to be economically infeasible for the purposes of CEQA.

**AB 2063 (Wallis, R) Legislative information system: bill position letters.**

**Introduced:** 02/18/2026

**Status:** 02/19/2026 - From printer. May be heard in committee March 21.

**Location:** 02/18/2026 - Assembly PRINT

**Summary:** Current law requires the Legislative Counsel, with the advice of the Assembly Committee on Rules and the Senate Committee on Rules, to make certain legislative information available to the public in electronic form, including the text, bill history, and bill status of each bill introduced and amended in each current legislative session and all bill analyses prepared by legislative committees in connection with each bill in each current legislative session. This bill would add all letters submitted through the Legislature's internet portal in connection with each bill, commencing with bills introduced during the 2027–28 Regular Session, to the information the Legislative Counsel is required to make publicly available in electronic form.

**AB 2064 (Sharp-Collins, D) Discrimination: formerly incarcerated status.**

**Introduced:** 02/18/2026

**Status:** 03/12/2026 - In committee: Set, first hearing. Hearing canceled at the request of author.

**Calendar:** 04/14/26 A-JUDICIARY 8 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

**Location:** 03/02/2026 - Assembly Judiciary

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

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

**Introduced:** 02/18/2026

**Status:** 03/25/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (March 24). Re-referred to Com. on APPR.

**Location:** 03/24/2026 - Assembly Appropriations

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

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

**Introduced:** 02/18/2026

**Last Amended:** 03/16/2026

**Status:** 03/26/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on REV. & TAX. (Ayes 8. Noes 0.) (March 25). Re-referred to Com. on REV. & TAX.

**Location:** 03/25/2026 - Assembly Revenue and Taxation

**Summary:** Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, the Fairground Act for Investment and Revitalization, would, starting January 1, 2027, exempt the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, tangible personal property for use in a qualifying project, defined to mean a new development project, or new phase of an existing project, that is located on the land of a fairground, undertaken pursuant to a written agreement and approved by a governing body of a fairground, as provided. The bill would require a governing body of a fairground to approve a project for no longer than 20 years, and would authorize the governing body of a fairground to extend the approval of a project for no more than 20 years.

**AB 2070 (Ellis, R) Employees: meal periods: construction industry.**

**Introduced:** 02/18/2026

**Status:** 03/02/2026 - Referred to Com. on L. & E.

**Location:** 03/02/2026 - Assembly Labor and Employment

**Summary:** Current law generally prohibits an employer from employing an employee for a work period of more than 5 hours per day without providing the employee with a meal period of not less than 30 minutes, except as specified. Existing law also prohibits an employer from employing an employee for a work period of more than 10 hours per day without providing the employee with a 2nd meal period, as prescribed. Current law creates exceptions from these work limits for employees in specified occupations, including those in a construction occupation, as defined, covered by a valid collective bargaining agreement expressly providing for wages, hours of work, and working conditions. Current law also authorizes the Industrial Welfare Commission to adopt a working condition order permitting a meal period to commence after 6 hours of work if it determines that the order is consistent with the health and welfare of the affected workers. This bill would create an exception from the above-described work period limits for an employee in a construction occupation while the employee is on the jobsite, as specified.

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

**Introduced:** 02/18/2026 (Spot bill)

**Last Amended:** 03/19/2026

**Status:** 03/23/2026 - Re-referred to Com. on H. & C.D.

**Calendar:** 04/08/26 A-HOUSING AND COMMUNITY DEVELOPMENT 9 a.m. - State Capitol, Room 126 HANEY, MATT, Chair

**Location:** 03/19/2026 - Assembly Housing and Community Development

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

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

**Introduced:** 02/18/2026

**Status:** 03/09/2026 - Referred to Coms. on L. & E. and JUD.

**Calendar:** 04/08/26 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

**Location:** 03/09/2026 - Assembly Labor and Employment

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

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

**Introduced:** 02/18/2026

**Status:** 03/02/2026 - Referred to Com. on G.O.

**Calendar:** 04/08/26 A-GOVERNMENTAL ORGANIZATION 1:30 p.m. - 1021 O Street, Room 1100 RUBIO, BLANCA, Chair

**Location:** 03/02/2026 - Assembly Governmental Organization

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

**AB 2139 (Garcia, D) Surplus lands: economic opportunities.**

**Introduced:** 02/18/2026

**Status:** 03/09/2026 - Referred to Com. on L. GOV.

**Location:** 03/09/2026 - Assembly Local Government

**Summary:** Current law prescribes requirements for the disposal of surplus land by a local agency, including sending a written notice of the availability of the property before disposal of that property or participating in negotiations to dispose of that property with a prospective transferee, as specified. Current law specifies that certain disposals of land are not subject to these provisions, including, disposal of land by a city with a population exceeding 2,500,000 for certain purposes, as specified. Current law authorizes a city, county, or city and county, with the approval of its legislative body by resolution after a public hearing, to acquire, sell, or lease property in furtherance of the creation of an economic opportunity, as defined. This bill would exempt from the requirements for the disposal of surplus property the disposal of real property acquired by a local agency on or after, January 1, 2029, for the purpose of creating an economic opportunity, when the local agency adopts a specified resolution that includes plans for anticipated improvement and future use of the property and disposes of the property to a public or private entity consistent with the planned use identified in the resolution.

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

**Introduced:** 02/18/2026

**Last Amended:** 03/16/2026

**Status:** 03/17/2026 - Re-referred to Com. on TRANS.

**Location:** 03/16/2026 - Assembly Transportation

**Summary:** Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit and investments in transit-rich and infill opportunity areas, as specified.

**AB 2170 (Boerner, D) California Environmental Quality Act: overburdened communities: documents and information: translations.**

**Introduced:** 02/18/2026

**Last Amended:** 03/19/2026

**Status:** 03/23/2026 - Re-referred to Com. on NAT. RES.

**Location:** 03/19/2026 - Assembly Natural Resources

**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 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. Existing law requires a lead agency to be responsible for determining whether the project is exempt from CEQA and whether an environmental impact report, negative declaration, or mitigated negative declaration is required, as provided. Existing law, for certain projects, establishes a ministerial review process with modified environmental assessment procedures, as provided. This bill, notwithstanding the above-described provisions relating to determinations by a lead agency, would require an environmental impact report, negative declaration, or mitigated negative declaration for the development, operation, substantial modification, or substantial expansion of a project on land that is zoned to allow industrial uses and is in or within 1 / 2 mile of an overburdened community, as defined.

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

**Introduced:** 02/19/2026

**Last Amended:** 03/26/2026

**Status:** 03/26/2026 - From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.

**Calendar:** 04/06/26 A-NATURAL RESOURCES 2:30 p.m. - State Capitol, Room 437 BRYAN, ISAAC, Chair

**Location:** 03/09/2026 - Assembly Natural Resources

**Summary:** Existing law requires the Natural Resources Agency, in collaboration with the State Air Resources Board, the California Environmental Protection Agency, the Department of Food and Agriculture, an expert advisory committee established, as provided, and other relevant state agencies, to determine an ambitious range of targets for natural carbon sequestration, and for nature-based climate solutions that reduce greenhouse gas emissions for 2030, 2038, and 2045 to support state goals to achieve carbon neutrality and foster climate adaptation and resilience. Existing law defines "nature-based climate solutions" for these purposes to mean activities, such as restoration, conservation, and land management actions, that increase net carbon sequestration or reduce greenhouse gas emissions in natural and working lands. This bill would annually appropriate the sum of \$250,000,000 from the Greenhouse Gas Reduction Fund in the annual Budget Act each fiscal year from the 2027–2028 to the 2045–46 fiscal year, inclusive, to achieve nature-based climate solutions on natural, working, and urban lands, including \$150,000,000 to be allocated to the Natural Resources Agency to fund nature-based climate solutions, as provided, and \$100,000,000 to be allocated for nature-based climate solutions at the discretion of the Legislature, as provided. The bill would additionally appropriate, after those amounts are allocated, the sum of \$150,000,000 from the Greenhouse Gas Reduction Fund in the annual Budget Act each fiscal year from the 2027–2028 to the 2045–46 fiscal year, inclusive, to the Department of Food and Agriculture to fund sustainable agricultural practices and nature-based climate solutions, as provided.

**AB 2190 (Wallis, R) Internet website accessibility.**

**Introduced:** 02/19/2026

**Status:** 03/09/2026 - Referred to Coms. on JUD. and P. & C.P.

**Calendar:** 04/07/26 A-JUDICIARY 8 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

**Location:** 03/09/2026 - Assembly Judiciary

**Summary:** The Unruh Civil Rights Act requires persons within the jurisdiction of the state to be free and equal and, regardless of the person's sex, race, color, religion, ancestry, national origin, disability, medical condition, genetic information, marital status, sexual orientation, citizenship, primary language, or immigration status to be entitled to the full and equal accommodations, advantages, facilities, privileges, or services in all business establishments, as prescribed, and makes a violation of the federal Americans with Disabilities Act of 1990 (ADA) a violation of the act. Current law imposes liability upon a person who denies, aids, or incites a denial of, or makes any discrimination or distinction contrary to, rights afforded by law for actual damages suffered, exemplary damages, a civil penalty, and attorney's fees, as specified, to any person who was denied the specified rights. Current law also imposes liability upon a person, firm, or corporation that denies or interferes with admittance to, or enjoyment of, public facilities or otherwise interferes with the rights of an individual with a disability, as specified, for damages and attorney's fees to a person who was denied those rights. This bill would grant to an entity an affirmative defense to a claim seeking statutory damages under the provisions described above on the basis of a specific accessibility barrier on the entity's internet website, as defined, if the entity provided evidence to the plaintiff demonstrating within an unspecified number of days of receiving a written pre-lawsuit demand from the plaintiff that either (1) the entity published a digital accessibility report on the accessibility page of its internet website disclosing the specific access barrier and updated that report to reflect remediation of the access barrier or (2) that various things were true regarding the entity's efforts to identify and remediate access barriers on its internet website, including the entity had a reasonable and good faith basis to believe that the internet website was accessible and conformed with the internet website accessibility standard, as specified.

**AB 2193 (Ta, R) Autonomous vehicles.**

**Introduced:** 02/19/2026

**Last Amended:** 03/16/2026

**Status:** 03/17/2026 - Re-referred to Com. on TRANS.

**Calendar:** 04/06/26 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 03/09/2026 - Assembly Transportation

**Summary:** Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the department to adopt regulations setting forth requirements for the submission and approval of an application, including, among other things, any testing, equipment, and performance standards the department concludes are necessary to ensure the safe operation of autonomous vehicles on public roads, as specified. Existing law authorizes peace officers, as defined, to issue notices of autonomous vehicle noncompliance upon observing an alleged violation of the Vehicle Code or upon observing an alleged violation of a local traffic ordinance adopted pursuant to the Vehicle Code by an autonomous vehicle while the autonomous technology is engaged. This bill would additionally require that if an autonomous vehicle commits a traffic violation pursuant to the Vehicle Code, the traffic citation be issued to the registered owner of the autonomous vehicle if the autonomous vehicle does not have a person in the driver's seat. The bill would require the traffic citation to be issued to the driver of the autonomous vehicle if the autonomous vehicle has a person in the driver's seat, regardless of whether or not the autonomous technology is engaged, unless, among other reasons, the autonomous vehicle is operating as a permitted passenger transport service and the person in the driver's seat is a customer who is not in control of the vehicle and the traffic violation is committed while the autonomous technology is engaged, in which case the citation would be issued to the registered owner.

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

**Introduced:** 02/19/2026

**Last Amended:** 03/19/2026

**Status:** 03/23/2026 - Re-referred to Com. on TRANS.

**Calendar:** 04/13/26 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 03/19/2026 - Assembly Transportation

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

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

**Introduced:** 02/19/2026

**Last Amended:** 03/24/2026

**Status:** 03/25/2026 - Re-referred to Com. on TRANS.

**Location:** 03/09/2026 - Assembly Transportation

**Summary:** Existing law requires, beginning on or before July 1, 2028, the Department of Transportation, in consultation with the State Department of Public Health and in collaboration with impacted local governments, to incorporate suicide deterrent considerations in the updates of applicable guidance documents, as provided. This bill would require the Department of Transportation to additionally develop and maintain, beginning on or before July 1, 2029, a set of preapproved suicide prevention safety-barrier designs that local governments may use to install suicide prevention barriers, as provided.

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

**Introduced:** 02/19/2026

**Status:** 03/09/2026 - Referred to Com. on G.O.

**Calendar:** 04/08/26 A-GOVERNMENTAL ORGANIZATION 1:30 p.m. - 1021 O Street, Room 1100 RUBIO, BLANCA, Chair

**Location:** 03/09/2026 - Assembly Governmental Organization

**Summary:** The California Prompt Payment Act requires a state agency that acquires property or services pursuant to a contract with a business to make payment to the person or business on the date required by the contract and as specified, or be subject to a late payment penalty. This bill would recast those provisions to instead require prime contractors to pay, for payments by the state to prime contractors made on or after January 1, 2027, their subcontractors, suppliers, and other vendors within 45 days of receiving payment from the state. For payments made by the state to prime contractors made prior to January 1, 2027, but that have not been remitted to subcontractors, suppliers, and other vendors as of January 1, 2027, the bill would require prime contractors to remit payment by February 15, 2027.

**AB 2284 (Dixon, R) Vehicles: electric bicycles.**

**Introduced:** 02/19/2026

**Last Amended:** 03/16/2026

**Status:** 03/17/2026 - Re-referred to Com. on TRANS.

**Location:** 03/09/2026 - Assembly Transportation

**Summary:** Existing law requires the Department of the California Highway Patrol to develop, on or before September 1, 2023, statewide safety and training programs based on evidence-based practices for users of electric bicycles, as defined, including, but not limited to, general electric bicycle riding safety, emergency maneuver skills, rules of the road, and laws pertaining to electric bicycles. This bill would require, on or before June 1, 2027, the department, in partnership with biking nonprofit groups, to compile a list of electric two-wheeled devices that do not comply with the definition of any single class of electric bicycles and that are labeled, advertised, or commonly perceived by riders or peace officers as electric bicycles or electric bicycle products. The bill would require the department to make the list available on its internet website and to update the list and internet website, when necessary.

**AB 2307 (Sanchez, R) Transportation: traffic signal synchronization pilot program.**

**Introduced:** 02/19/2026

**Status:** 03/09/2026 - Referred to Com. on TRANS.

**Calendar:** 04/13/26 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 03/09/2026 - Assembly Transportation

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

**AB 2340 (Arambula, D) Local transportation authority: Fresno Council of Governments.**

**Introduced:** 02/19/2026

**Last Amended:** 03/23/2026

**Status:** 03/24/2026 - Re-referred to Com. on L. GOV.

**Location:** 03/23/2026 - Assembly Local Government

**Summary:** Existing law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general or specific purposes in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law. If a citizens' initiative measure that imposes a retail transactions and use tax in the County of Fresno, as specified, is adopted by the electors of the County of Fresno and becomes effective, this bill would designate the Fresno Council of Governments as a local transportation authority for purposes of the citizens' initiative measure. The bill would authorize the Fresno Council of Governments to receive and allocate the proceeds of the retail transactions and use tax and to otherwise serve as the administering agency for purposes of that citizens' initiative.

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

**Introduced:** 02/19/2026

**Last Amended:** 03/26/2026

**Status:** 03/26/2026 - From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

**Calendar:** 04/06/26 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 03/09/2026 - Assembly Transportation

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

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

**Introduced:** 02/19/2026

**Status:** 03/09/2026 - Referred to Com. on G.O.

**Calendar:** 04/08/26 A-GOVERNMENTAL ORGANIZATION 1:30 p.m. - 1021 O Street, Room 1100 RUBIO, BLANCA, Chair

**Location:** 03/09/2026 - Assembly Governmental Organization

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

**AB 2372 (Hoover, R) Vehicles: tolls.**

**Introduced:** 02/19/2026

**Last Amended:** 03/16/2026

**Status:** 03/17/2026 - Re-referred to Com. on TRANS.

**Location:** 03/16/2026 - Assembly Transportation

**Summary:** Existing law provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and properly identified or marked as an authorized emergency vehicle, as specified. This bill would exempt a vehicle that is not displaying an exempt license plate if it is otherwise exempted from the above-described payment and is authorized as an emergency vehicle by the California Highway Patrol.

**AB 2376 (Lackey, R) Vehicles: automated enforcement systems.**

**Introduced:** 02/19/2026

**Last Amended:** 03/16/2026

**Status:** 03/17/2026 - Re-referred to Com. on TRANS.

**Location:** 03/16/2026 - Assembly Transportation

**Summary:** Existing law, until January 1, 2030, authorizes a local agency, as defined, to install automated forward-facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes. Existing law requires a qualified and designated employee of a city, county, city and county, or contracted law enforcement agency for a special transit district to review these photographs for the purpose of determining whether a parking violation occurred in a bicycle lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law requires these photographic records to be confidential and makes these records available only to public agencies to enforce parking violations. Existing law requires any local agency that implements a parking enforcement program under these provisions to provide to specified committees of the Legislature an evaluation report on, among other things, the automated enforcement system's effectiveness and impact on traffic outcomes, by December 31, 2028. Existing law prohibits the stopping, standing, or parking of a vehicle in certain places and under certain conditions, including within an intersection, on a sidewalk or crosswalk, or in front of a fire station. This bill would instead authorize local agencies to install forward-facing parking control devices on specified enforcement vehicles for the purpose of taking video images of parking violations and expand the automated parking control device program to include the enforcement of the parking violations described above.

**AB 2409 (Valencia, D) Public officers: meme coins.**

**Introduced:** 02/20/2026

**Status:** 03/26/2026 - Re-referred to Coms. on JUD. and B. & F. pursuant to Assembly Rule 96.

**Calendar:** 04/14/26 A-JUDICIARY 8 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

**Location:** 03/26/2026 - Assembly Judiciary

**Summary:** Current law prohibits a state officer or employee from engaging in any employment, activity, or enterprise that is clearly inconsistent, incompatible, in conflict with, or inimical to their duties. Current law also prohibits specified local agency officers or employees from engaging in any employment, activity, or enterprise for compensation that is inconsistent, incompatible, or in conflict with, or inimical to, their duties, as specified. This bill would prohibit a public officer or employee from issuing a meme coin. The bill would define certain terms for purposes of this prohibition, including defining public officer to include a state or local elected or appointed officer, including a Member of the Legislature, or an elected or appointed member of a governmental board, commission, committee, or other body, including a governmental body that has only advisory powers.

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

**Introduced:** 02/20/2026

**Last Amended:** 03/16/2026

**Status:** 03/17/2026 - Re-referred to Com. on E.M.

**Location:** 03/16/2026 - Assembly Emergency Management

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

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

**Introduced:** 02/20/2026

**Status:** 03/09/2026 - Referred to Com. on P. & C.P.

**Calendar:** 04/07/26 A-PRIVACY AND CONSUMER PROTECTION 1:30 p.m. - State Capitol, Room 437 BAUER-KAHAN, REBECCA, Chair

**Location:** 03/09/2026 - Assembly Privacy and Consumer Protection

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

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

**Introduced:** 02/20/2026

**Status:** 03/09/2026 - Referred to Com. on ELECTIONS.

**Calendar:** 04/15/26 A-ELECTIONS 9 a.m. - State Capitol, Room 444 PELLERIN, GAIL, Chair

**Location:** 03/09/2026 - Assembly Elections

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

**AB 2432 (Ellis, R) State Air Resources Board: regulations: analysis of financial impact on drivers.**

**Introduced:** 02/20/2026

**Last Amended:** 03/23/2026

**Status:** 03/24/2026 - Re-referred to Com. on NAT. RES.

**Location:** 03/09/2026 - Assembly Natural Resources

**Summary:** Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. Existing law requires the state board to adopt standards, rules, and regulations necessary for the proper execution of the powers and duties granted to, and imposed upon, the state board. This bill would require the state board, when it revises, adopts, or establishes any policy, standard, rule, or regulation that would have a direct financial impact on drivers in the state, to consider the financial burden on drivers, and to prepare a thorough analysis and evaluation of the financial impact of the proposed action on drivers to ensure full transparency.

**AB 2454 (Solache, D) State highways: report: southeast Los Angeles County.**

**Introduced:** 02/20/2026

**Last Amended:** 03/19/2026

**Status:** 03/23/2026 - Re-referred to Com. on TRANS.

**Location:** 03/19/2026 - Assembly Transportation

**Summary:** Would require the Department of Transportation, in collaboration with the California Transportation Commission, to prepare a report to assess the services provided by the department to maintain and improve the state highway system, and the needs of state highway infrastructure, in the southeast portion of the County of Los Angeles. The bill would require the department to submit the report to the Legislature, and post the report on its internet website, on or before February 1, 2028. In preparing the report, the bill would require the department to provide an opportunity to comment on the topic of the report, as specified.

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

**Introduced:** 02/20/2026

**Last Amended:** 03/24/2026

**Status:** 03/25/2026 - Re-referred to Com. on ELECTIONS.

**Calendar:** 04/15/26 A-ELECTIONS 9 a.m. - State Capitol, Room 444 PELLERIN, GAIL, Chair

**Location:** 03/16/2026 - Assembly Elections

**Summary:** The Mills-Deddeh Transit Development Act authorizes the San Diego Metropolitan Transit System (MTS) to impose a transactions and use tax of up to 0.5% for public transit purposes within its jurisdiction, or a portion of its jurisdiction, pursuant to the Transactions and Use Tax Law and subject to voter approval and various other requirements. This bill would also authorize those taxes to be imposed by a qualified voter initiative. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program.

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

**Introduced:** 02/20/2026

**Last Amended:** 03/20/2026

**Status:** 03/23/2026 - Re-referred to Com. on E.M.

**Location:** 03/16/2026 - Assembly Emergency Management

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

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

**Introduced:** 02/20/2026

**Last Amended:** 03/17/2026

**Status:** 03/18/2026 - Re-referred to Com. on U. & E.

**Calendar:** 04/08/26 A-UTILITIES AND ENERGY 1:30 p.m. - State Capitol, Room 437 PETRIE-NORRIS, COTTIE, Chair

**Location:** 03/09/2026 - Assembly Utilities and Energy

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

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

**Introduced:** 02/20/2026

**Last Amended:** 03/19/2026

**Status:** 03/23/2026 - Re-referred to Com. on L. GOV.

**Location:** 03/19/2026 - Assembly Local Government

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

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

**Introduced:** 02/20/2026

**Status:** 03/09/2026 - Referred to Coms. on NAT. RES. and W., P., & W.

**Calendar:** 04/06/26 A-NATURAL RESOURCES 2:30 p.m. - State Capitol, Room 437 BRYAN, ISAAC, Chair

**Location:** 03/09/2026 - Assembly Natural Resources

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

**AB 2543 (Ransom, D) Emergency preparedness: electric vehicle fast charging infrastructure.**

**Introduced:** 02/20/2026 (Spot bill)

**Last Amended:** 03/19/2026

**Status:** 03/23/2026 - Re-referred to Com. on E.M.

**Location:** 03/19/2026 - Assembly Emergency Management

**Summary:** The California Emergency Services Act generally prescribes duties with regard to various types of emergencies and disasters, including requiring the Governor to coordinate the State Emergency Plan and those programs necessary for the mitigation of the effects of an emergency in this state. Existing law requires the Office of Emergency Services to include in the State Hazard Mitigation Plan an evaluation of risks from specified causes of a long-term electrical outage and, based on that analysis, requires the plan to identify cost-effective and feasible measures to lessen risks from those hazards, including, hardening the critical infrastructure of electrical utilities. This bill would require, on or before June 1, 2027, the Office of Emergency Services to, in consultation with the State Energy Resources Conservation and Development Commission establish a working group to evaluate the resilience of publicly available electric vehicle fast charging stations during and following a disaster.

**AB 2552 (Ávila Fariás, D) California Environmental Quality Act: transportation impact mitigation.**

**Introduced:** 02/20/2026

**Status:** 03/16/2026 - Referred to Coms. on NAT. RES. and H. & C.D.

**Location:** 03/16/2026 - Assembly Natural Resources

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

**AB 2557 (Bauer-Kahan, D) Legislative information system: bill position letters.**

**Introduced:** 02/20/2026

**Status:** 02/21/2026 - From printer. May be heard in committee March 23.

**Location:** 02/20/2026 - Assembly PRINT

**Summary:** Current law requires the Legislative Counsel, with the advice of the Assembly Committee on Rules and the Senate Committee on Rules, to make certain legislative information available to the public in electronic form, including the text, bill history, and bill status of each bill introduced and amended in each current legislative session and all bill analyses prepared by legislative committees in connection with each bill in each current legislative session. This bill would add all position letters submitted through the Legislature's internet portal in connection with each bill in each current legislative session to the information the Legislative Counsel is required to make publicly available in electronic form.

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

**Introduced:** 02/20/2026

**Status:** 03/26/2026 - In committee: Hearing postponed by committee.

**Location:** 03/09/2026 - Assembly Transportation

**Summary:** Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the Transit and Intercity Rail Capital Program, a program within the Road Maintenance and Rehabilitation Program, commonly known as the Local Partnership Program, the Trade Corridor Enhancement Program, the Active Transportation Program, and the Solutions for Congested Corridors Program. This bill would establish the Climate Action Plan for Transportation Infrastructure (CAPTI) goals, and would authorize the Transportation Agency to update those CAPTI goals, as specified. The bill would require a project under the above-described programs to apply, where feasible, within the fix-it-first approach, the CAPTI goals as established or updated by the agency, as specified.

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

**Introduced:** 02/20/2026

**Status:** 03/09/2026 - Referred to Com. on NAT. RES.

**Location:** 03/09/2026 - Assembly Natural Resources

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

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

**Introduced:** 02/20/2026

**Last Amended:** 03/19/2026

**Status:** 03/23/2026 - Re-referred to Com. on H. & C.D.

**Calendar:** 04/15/26 A-HOUSING AND COMMUNITY DEVELOPMENT 9:30 a.m. - State Capitol, Room 437 HANEY, MATT, Chair

**Location:** 03/19/2026 - Assembly Housing and Community Development

**Summary:** Existing law provides that a housing development project shall be an allowed use as a transit-oriented housing development if specified conditions and requirements are met, including certain requirements pertaining to cities with a population of at least 35,000. Existing law provides that these provisions do not apply to a local agency until January 1, 2026, unless the local agency adopts an ordinance or local transit-oriented development alternative plan, as defined, deemed compliant by the Department of Housing and Community Development before July 1, 2027. Existing law specifies that, beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements referenced above that is located in a high-resource area is presumed to be in violation of specified law and immediately liable for specified penalties. This bill would delay each of those dates, and certain related dates, by one year. The bill would also increase the population threshold for certain requirements to apply to cities, as described above, from 35,000 to 40,000.

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

**Introduced:** 02/20/2026

**Status:** 03/09/2026 - Referred to Com. on TRANS.

**Location:** 03/09/2026 - Assembly 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 provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a "class 2 electric bicycle" is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person under 16 years of age from operating a class 3 electric bicycle. This bill, the San Mateo Electric Bicycle Safety Pilot Program, would, until January 1, 2031, authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of \$25, except as specified.

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

**Introduced:** 02/20/2026

**Last Amended:** 03/19/2026

**Status:** 03/23/2026 - Re-referred to Com. on P. E. & R.

**Calendar:** 04/08/26 A-PUBLIC EMPLOYMENT AND RETIREMENT 9 a.m. - State Capitol, Room 444 MCKINNOR, TINA, Chair

**Location:** 03/19/2026 - Assembly Public Employment and Retirement

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

**AB 2659 (Bains, D) Vehicles: commercial driver's license.**

**Introduced:** 02/20/2026

**Status:** 03/16/2026 - Referred to Com. on TRANS.

**Location:** 03/16/2026 - Assembly Transportation

**Summary:** Existing law declares the intent of the Legislature to adopt those standards required of drivers by the Federal Highway Administration of the U.S. Department of Transportation, as set forth in the Commercial Motor Vehicle Safety Act of 1986, and to reduce or prevent commercial motor vehicle accidents, fatalities, and injuries by permitting drivers to hold only one license, disqualifying drivers for certain criminal offenses and serious traffic violations, and strengthening licensing and testing standards. This bill would prohibit the Department of Motor Vehicles from revoking, suspending, cancelling, or downgrading a commercial driver's license based solely on administrative deficiencies or clerical errors created or made by the department, or due to changes in the department's interpretation of domicile or residency requirements, unless the department provides the licensee with a written notice of intent to revoke, suspend, cancel, or downgrade their license at least 180 days prior to the effective date of the action. The bill would require the department to issue a specified notice to the licensee and to prioritize assisting the licensee in resolving the administrative error or deficiency within the 180 day notice period. The bill would require the department to establish a dedicated process to review documents submitted by the affected licensees to expedite compliance. The bill would authorize the department to grant a one-time extension of up to 90 days and require the extension to be granted if the licensee has taken steps to resolve the deficiency but is unable to complete the process within the 180 day period due to processing delays by the department or a federal agency. The bill would require the extension to be granted if the department determines that the licensee is making a good faith effort to comply, and that the issue is likely to be fully resolved within the extension period. The bill would provide that these provisions are to be implemented only to the extent authorized by federal law.

**AB 2679 (Hadwick, R) Road Maintenance and Rehabilitation Account: funding apportionments: cities.**

**Introduced:** 02/20/2026

**Status:** 03/16/2026 - Referred to Com. on TRANS.

**Location:** 03/16/2026 - Assembly Transportation

**Summary:** Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various moneys, including revenues from certain fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. Existing law requires funds available for the program to be allocated for various specified purposes and requires the remaining funds available for the program to be continuously appropriated, with 50% for allocation to the Department of Transportation and 50% for apportionment to cities and counties by the Controller. Of the funds to be apportioned to cities and counties, existing law requires the Controller to apportion 50% of those funds to counties pursuant to a specified formula and 50% of those funds to cities in the proportion that the total population of each city bears to the total population of all the cities in the state. This bill would require the Controller, with respect to the revenues apportioned to cities, to apportion a minimum of \$200,000 to each city, regardless of its population size, in the 2027–28 fiscal year and each fiscal year thereafter.

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

**Introduced:** 03/16/2026

**Status:** 03/23/2026 - Referred to Com. on TRANS.

**Location:** 03/23/2026 - Assembly Transportation

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

**ACA 7 (Jackson, D) Government preferences.**

**Introduced:** 02/13/2025

**Last Amended:** 05/07/2025

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

**Location:** 02/19/2026 - Senate Rules

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

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

**Introduced:** 03/26/2025

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

**Location:** 03/26/2025 - Assembly PRINT

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

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

**Introduced:** 04/22/2025

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

**Location:** 04/22/2025 - Assembly PRINT

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

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

**Introduced:** 01/07/2026

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

**Location:** 01/07/2026 - Assembly PRINT

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

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

**Introduced:** 12/02/2024

**Last Amended:** 03/13/2025

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

**Location:** 07/17/2025 - Assembly 2 YEAR

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

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

**Introduced:** 01/15/2025

**Last Amended:** 04/07/2025

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

**Location:** 08/28/2025 - Assembly 2 YEAR

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

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

**Introduced:** 01/30/2025

**Last Amended:** 04/07/2025

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

**Location:** 01/27/2026 - Assembly DESK

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

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

**Introduced:** 02/18/2025

**Last Amended:** 07/03/2025

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

**Location:** 08/28/2025 - Assembly 2 YEAR

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

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

**Introduced:** 02/18/2025

**Last Amended:** 07/17/2025

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

**Location:** 08/28/2025 - Assembly 2 YEAR

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

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

**Introduced:** 02/19/2025

**Last Amended:** 09/09/2025

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

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

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

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

**Introduced:** 02/20/2025

**Last Amended:** 04/29/2025

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

**Location:** 07/17/2025 - Assembly 2 YEAR

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

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

**Introduced:** 02/20/2025

**Last Amended:** 06/27/2025

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

**Location:** 08/28/2025 - Assembly 2 YEAR

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

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

**Introduced:** 02/20/2025

**Last Amended:** 06/23/2025

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

**Location:** 09/10/2025 - Assembly 2 YEAR

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

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

**Introduced:** 02/20/2025

**Last Amended:** 03/26/2025

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

**Location:** 08/28/2025 - Assembly 2 YEAR

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

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

**Introduced:** 02/20/2025

**Last Amended:** 04/21/2025

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

**Location:** 07/17/2025 - Assembly 2 YEAR

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

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

**Introduced:** 02/20/2025

**Last Amended:** 01/22/2026

**Status:** 01/27/2026 - Read third time. Passed. (Ayes 26. Noes 11.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 01/27/2026 - Assembly DESK

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

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

**Introduced:** 02/21/2025

**Last Amended:** 01/08/2026

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

**Location:** 01/26/2026 - Assembly DESK

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

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

**Introduced:** 02/21/2025

**Last Amended:** 04/21/2025

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

**Location:** 07/17/2025 - Assembly 2 YEAR

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

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

**Introduced:** 02/21/2025

**Last Amended:** 07/02/2025

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

**Location:** 09/04/2025 - Assembly INACTIVE FILE

**Summary:** The Bergeson-Peace Infrastructure and Economic Development Bank Act authorizes the California Infrastructure and Economic Development Bank, governed by a board of directors, to make loans, issue bonds, and provide other financial assistance for various types of infrastructure and economic development projects. Current law establishes the California Infrastructure and Economic Development Bank Fund, a continuously appropriated fund, to support the bank. This bill would enact the Golden State Infrastructure Corporation Act and would establish the Golden State Infrastructure Corporation, within the State Treasurer's Office, as a not-for-profit corporation for the purpose of administering the act and financing infrastructure projects. The bill would require the corporation to be governed by a board of directors, with a prescribed membership, and would require the business and affairs of the corporation to be managed by an executive director appointed by the Treasurer. This bill would prescribe the powers and duties of the corporation, including entering into financing transactions, borrowing money or issuing bonds, and setting and charging fees for obtaining financing from the corporation. Under the bill, the state would not in any way be liable for any obligation of the corporation, and the corporation would not be required to pay any taxes, except as provided.

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

**Introduced:** 02/21/2025

**Last Amended:** 07/17/2025

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

**Location:** 08/28/2025 - Assembly 2 YEAR

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

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

**Introduced:** 01/16/2026

**Status:** 03/26/2026 - Set for hearing April 14.

**Calendar:** 04/14/26 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 02/11/2026 - Senate Transportation

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

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

**Introduced:** 01/28/2026

**Last Amended:** 03/11/2026

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

**Location:** 03/19/2026 - Senate THIRD READING

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

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

**Introduced:** 01/29/2026

**Status:** 03/27/2026 - Set for hearing April 13.

**Calendar:** 04/13/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

**Location:** 03/18/2026 - Senate Appropriations

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

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

**Introduced:** 02/02/2026

**Last Amended:** 03/26/2026

**Status:** 03/26/2026 - Set for hearing April 8. From committee with author's amendments. Read second time and amended. Re-referred to Com. on L., P.E. & R.

**Calendar:** 04/08/26 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

**Location:** 02/18/2026 - Senate Labor, Public Employment and Retirement

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

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

**Introduced:** 02/02/2026

**Last Amended:** 03/26/2026

**Status:** 03/26/2026 - Set for hearing April 8. From committee with author's amendments. Read second time and amended. Re-referred to Com. on L., P.E. & R.

**Calendar:** 04/08/26 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

**Location:** 02/18/2026 - Senate Labor, Public Employment and Retirement

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

**SB 956 (Choi, R) Vehicles: electric bicycles.**

**Introduced:** 02/02/2026

**Last Amended:** 03/09/2026

**Status:** 03/26/2026 - Set for hearing April 14.

**Calendar:** 04/14/26 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 03/18/2026 - Senate Transportation

**Summary:** Under existing law, a person riding an electric bicycle is subject to the laws pertaining to the operation of a bicycle upon a highway. For these purposes, existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions, as specified. Existing law states that these provisions do not prevent local authorities, by ordinance, from regulating the registration of bicycles and the parking and operation of bicycles on pedestrian or bicycle facilities, provided such regulation is not in conflict with the Vehicle Code. Existing law prohibits a motorized bicycle from operating on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail, except as specified. Existing law prohibits a person under 16 years of age from operating a class 3 electric bicycle and prohibits a person or passenger from operating or riding upon a class 3 electric bicycle unless the person is wearing a properly fitted and fastened bicycle helmet that meets certain standards. This bill would exempt a person riding an electric bicycle from the laws pertaining to the operation of a bicycle if the exemption is from a local ordinance. The bill would authorize a city, county, or city and county to adopt and enforce local ordinances regulating the operation, registration, speed limits, and equipment requirements for electric bicycles consistent with general safety and public welfare, including imposing, among other things, speed limits, age requirements, and equipment standards, including, but not limited to, helmet and safety equipment requirements for electric bicycles.

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

**Introduced:** 02/04/2026

**Last Amended:** 03/09/2026

**Status:** 03/18/2026 - March 18 set for first hearing. Failed passage in committee. (Ayes 3. Noes 1.) Reconsideration granted.

**Location:** 02/11/2026 - Senate Environmental Quality

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

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

**Introduced:** 02/05/2026

**Status:** 03/24/2026 - From committee: Do pass and re-refer to Com. on L. GOV. with recommendation: To consent calendar. (Ayes 12. Noes 0.) (March 24). Re-referred to Com. on L. GOV.

**Location:** 03/24/2026 - Senate Local Government

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

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

**Introduced:** 02/10/2026 (Spot bill)

**Last Amended:** 03/25/2026

**Status:** 03/25/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

**Location:** 02/10/2026 - Senate Rules

**Summary:** Existing law prohibits a public agency, which includes the state, a city, a county, a city and county, or any agency or political subdivision of the state, a city, a county, or a city and county, including, but not limited to, a law enforcement agency, from selling, sharing, or transferring automated license plate recognition (ALPR) information, except to another public agency, and only as otherwise permitted by law. Existing law defines ALPR information as information or data collected through the use of an ALPR system. This bill would provide that "public agency" does not include a transportation agency, a public transit operator, or a local department of transportation or public works department, as specified. The bill would, beginning January 1, 2027, require new, updated, expansions of, or addendums of contractual agreements with ALPR vendors, manufacturers, or suppliers to mandate that no default access is provided to any national ALPR database and that an agency's collected scans are by default not accessible to any other agency, and would impose new requirements on sharing between California state law enforcement agencies. The bill would authorize a law enforcement agency to use ALPR information only for purposes of locating vehicles or persons when either are reasonably suspected of being involved in the commission of a public offense.

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

**Introduced:** 02/10/2026

**Last Amended:** 03/16/2026

**Status:** 03/20/2026 - March 24 hearing postponed by committee.

**Location:** 02/18/2026 - Senate Emergency Management

**Summary:** The California Emergency Services Act (CESA), among other things, authorizes the Governor to proclaim a state of emergency in an area affected by, or likely to be affected by, conditions of disaster or extreme peril to the safety of persons and property within the state if specified local officials request the proclamation or the Governor determines that local authority is inadequate to cope with the emergency. During a state of emergency, existing law confers on the Governor, to the extent the Governor deems necessary, complete authority over all agencies of the state government and the right to exercise within the area designated all police power vested in the state by the Constitution and laws of the state to effectuate the purposes of the CESA. Existing law requires the Governor, in the exercise of that authority, to promulgate, issue, and enforce orders and regulations as the Governor deems necessary. This bill would state the intent of the Legislature, in enacting the CESA, to provide flexibility for the administration to respond to emergencies, but not an alternative legislative, budget, or regulatory process. The bill would further state that, to the greatest extent possible, additional spending should be undertaken through the annual state budget process or other state legislation and changes to law or regulation should be undertaken through state legislation. This bill would require the Governor, in the exercise of the authority granted under the CESA, to first affirm that the Legislature's budget and policy processes cannot be followed without negatively impacting response or recovery activities and thereafter promulgate, issue, and enforce orders and regulations as the Governor deems necessary.

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

**Introduced:** 02/11/2026

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

**Location:** 02/18/2026 - Senate Environmental Quality

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

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

**Introduced:** 02/11/2026

**Status:** 03/17/2026 - Set for hearing April 7.

**Calendar:** 04/07/26 S-TRANSPORTATION 1:30 p.m. - State Capitol, Room 112 CORTESE, DAVE, Chair

**Location:** 02/18/2026 - Senate Transportation

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

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

**Introduced:** 02/11/2026 (Spot bill)

**Last Amended:** 03/17/2026

**Status:** 03/26/2026 - Set for hearing April 8.

**Calendar:** 04/08/26 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

**Location:** 03/25/2026 - Senate Labor, Public Employment and Retirement

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

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

**Introduced:** 02/12/2026

**Last Amended:** 03/26/2026

**Status:** 03/26/2026 - Read second time and amended. Re-referred to Com. on APPR.

**Location:** 03/25/2026 - Senate Appropriations

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

**SB 1065 (Wiener, D) Public works: apprenticeship.**

**Introduced:** 02/12/2026

**Last Amended:** 03/25/2026

**Status:** 03/25/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

**Location:** 02/12/2026 - Senate Rules

**Summary:** Existing law requires contractors on public works projects to comply with various requirements for employing apprentices. Among other things, existing law requires contractors to pay the prevailing rate of per diem wages for apprentices in the trade to which the apprentice is registered and to employ apprentices only at the work of the craft or trade to which the apprentice is registered, as specified. This bill would authorize every apprentice to perform any of the tasks or duties of a journeyman of the same craft or trade in accordance with the scope of work for the craft or trade established by the Director of Industrial Relations.

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

**Introduced:** 02/13/2026

**Last Amended:** 03/25/2026

**Status:** 03/25/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.

**Calendar:** 04/08/26 S-ENVIRONMENTAL QUALITY 9 a.m. - State Capitol, Room 112 BLAKESPEAR, CATHERINE, Chair

**Location:** 02/26/2026 - Senate Environmental Quality

**Summary:** Existing law requires certain transportation planning agencies to prepare and adopt every 4 years, except as provided, regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization.

**SB 1123 (Wiener, D) Administrative Procedure Act: major regulations.**

**Introduced:** 02/17/2026

**Status:** 02/26/2026 - Referred to Com. on G.O.

**Location:** 02/26/2026 - Senate Governmental Organization

**Summary:** The Administrative Procedure Act requires a state agency proposing to adopt, amend, or repeal an administrative regulation to assess the potential for adverse economic impact on California business enterprises and individuals and avoid the imposition of unnecessary or unreasonable regulations or reporting, recordkeeping, or compliance requirements. The act requires a state agency proposing to adopt, amend, or repeal a major regulation to satisfy additional requirements, including by requiring the state agency to prepare a standardized regulatory impact analysis in the manner prescribed by the Department of Finance, as specified, and requires the analysis to address certain items, including the creation or elimination of jobs within the state and the competitive advantages or disadvantages for businesses currently doing business within the state. This bill would require an agency, in estimating the economic impact of adopting, amending, or repealing a regulation, to identify and calculate any offsetting benefits, impacts, or savings that might result directly or indirectly from that adoption, amendment, or repeal and factor those benefits, impacts, or savings into its economic impact estimate.

**SB 1136 (Blakespear, D) Intercity rail and commuter rail: special events service plans.**

**Introduced:** 02/17/2026

**Status:** 03/26/2026 - Set for hearing April 14.

**Calendar:** 04/14/26 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 02/26/2026 - Senate Transportation

**Summary:** Current law requires revenues attributable to a certain portion of the sales tax on diesel fuel to be continuously appropriated to the Transportation Agency under a program commonly known as the State Rail Assistance Program for allocation to public agencies responsible for state-supported intercity rail services, and public agencies responsible for commuter rail services, to be used for operations and capital improvements. This bill would require, as a condition of receiving funding under the program, a public agency responsible for commuter rail services that has a transfer connection station between 2 or more commuter rail services to adopt a special events service plan for each event that meets specified requirements. The bill would require the special events service plan to include schedules to access the event without requiring a transfer, ticket interoperability, and all other technical, equipment, and infrastructure requirements.

**SB 1149 (Durazo, D) Employees: bereavement leave.**

**Introduced:** 02/18/2026

**Last Amended:** 03/26/2026

**Status:** 03/26/2026 - Read second time and amended. Re-referred to Com. on APPR.

**Location:** 03/25/2026 - Senate Appropriations

**Summary:** Existing law makes it an unlawful employment practice for an employer to refuse to grant a request by any employee to take up to 5 days of bereavement leave upon the death of a family member, as defined, to refuse to hire, or to discharge, demote, fine, suspend, expel, or discriminate against, an individual because of the individual's exercise of the right to bereavement leave or because of the individual's giving information or testimony as to their own or another person's bereavement leave, or to interfere with, restrain, or deny the exercise of, or the attempt to exercise, any of these rights, as specified. This bill would include a designated person identified by the employee, as specified, in the definition of "family member" and authorize an employer to limit an employee to one designated person per 12-month period for purposes of these provisions relating to bereavement leave.

**SB 1159 (Cabaldon, D) Artificial intelligence: transparency and governance.**

**Introduced:** 02/18/2026

**Last Amended:** 03/25/2026

**Status:** 03/27/2026 - Set for hearing April 6.

**Calendar:** 04/06/26 S-PRIVACY, DIGITAL TECHNOLOGIES, AND CONSUMER PROTECTION 3 p.m. or upon adjournment of Session - 1021 O Street, Room 1200 CABALDON, CHRISTOPHER, Chair

**Location:** 03/24/2026 - Senate Privacy, Digital Technologies, and Consumer Protection

**Summary:** The California Constitution provides that people have the right of access to information concerning the conduct of the people's business. Various provisions of existing law, including the California Public Records Act, the Bagley-Keene Open Meeting Act, and the Ralph M. Brown Act, provide, with some exceptions, for public access to government records and meetings of government bodies. Among those acts, the California Public Records Act defines "person" to include any natural person, corporation, partnership, limited liability company, firm, or association. This bill would specify that, for purposes of the California Public Records Act, the Bagley-Keene Open Meeting Act, the Ralph M. Brown Act, the Political Reform Act of 1974, the Administrative Procedure Act, and the California Environmental Quality Act (CEQA), "person," "interested person," "participant," "member of the public," as applicable, and any other similar terms under each act referring to those who may engage with governmental agencies, do not include artificial intelligence, as defined, systems, autonomous agents, robots, or other nonhuman entities, whether physical or digital. The bill would make findings and declarations related to these provisions.

**SB 1167 (Blakespear, D) Vehicles: electric bicycles.**

**Introduced:** 02/18/2026

**Last Amended:** 03/26/2026

**Status:** 03/26/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

**Calendar:** 04/07/26 S-TRANSPORTATION 1:30 p.m. - State Capitol, Room 112 CORTESE, DAVE, Chair

**Location:** 02/26/2026 - Senate Transportation

**Summary:** Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Existing law classifies electric bicycles into 3 classes with different restrictions for various purposes, and requires, among other things, a class 3 electric bicycle to be equipped with a speedometer. Existing law prohibits certain vehicles that do not meet the definition of an electric bicycle from being advertised, sold, offered for sale, or labeled as an electric bicycle, as specified. This bill would amend the type of vehicles that are prohibited from being advertised, sold, offered for sale, or labeled as electric bicycles, including, among others, motor-driven cycles and mopeds. The bill would additionally make a violation of this provision a misleading statement for purposes of unfair competition and false advertising provisions of the Business and Professions Code.

**SB 1172 (Hurtado, D) Bradley-Burns Uniform Local Sales and Use Tax Law: location of transaction: genuine human interaction.**

**Introduced:** 02/18/2026

**Last Amended:** 03/23/2026

**Status:** 03/23/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

**Location:** 02/18/2026 - Senate Rules

**Summary:** Existing law prohibits a local agency from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of any tax revenue resulting from the imposition of a sales and use tax under the Bradley-Burns Uniform Local Sales and Use Tax Law to any person for any purpose when the agreement results in a reduction in the amount of revenue under the Bradley-Burns Uniform Local Sales and Use Tax Law that, in the absence of the agreement, would be received by another local agency and the retailer continues to maintain a physical presence within the territorial jurisdiction of that other local agency. Existing law also requires a local agency entering into an agreement that results in a reduction of the amount of revenue under the Bradley-Burns Uniform Local Sales and Use Tax Law that, in the absence of the agreement, would be received by another local agency to take certain actions with respect to that agreement, including posting the proposed agreement on its internet website for at least 30 days prior to ratification or approval of that agreement by its governing body. This bill would prohibit a person from paying compensation to a consultant with respect to a specific tax sharing agreement, as defined, that exceeds the lower of 5% of the total tax revenues shared pursuant to the tax sharing agreement and \$250,000. The bill would define a tax sharing agreement for this purpose to mean any agreement under which a local agency, as defined, agrees to rebate, refund, or otherwise share a portion of locally generated tax revenues with a private party. The bill would require a local agency to publish on its internet website and submit to the Controller certain information with respect to any tax sharing agreement.

**SB 1174 (Valladares, R) Public contracts: Department of Transportation: bid preferences: employee stock ownership plans.**

**Introduced:** 02/18/2026

**Status:** 03/17/2026 - Set for hearing April 7.

**Calendar:** 04/07/26 S-TRANSPORTATION 1:30 p.m. - State Capitol, Room 112 CORTESE, DAVE, Chair

**Location:** 02/26/2026 - Senate Transportation

**Summary:** Current law authorizes the Department of Transportation to enter into any contracts required for the performance of its duties, as provided. Existing law establishes bid preferences in public contracting for certain types of bidders, including, but not limited to, small business and microbusiness bidders. This bill would, on and after January 1, 2028, require the department to provide certain bid preferences to a contractor with an employee stock ownership plan (ESOP) that bids on a state-funded construction contract, as specified. The bill would make it unlawful for a person or contractor to engage in specified behaviors related to the fraudulent obtaining or retaining of an ESOP bid preference and would subject a person or contractor engaged in those behaviors to a suspension from bidding on or participating in any contract with the department for certain periods and specified civil penalties.

**SB 1175 (Rubio, D) Lobbyist registration and termination.**

**Introduced:** 02/18/2026

**Last Amended:** 03/24/2026

**Status:** 03/24/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E. & C.A.

**Calendar:** 04/07/26 S-ELECTIONS AND CONSTITUTIONAL AMENDMENTS 9:30 a.m. - 1021 O Street, Room 2100 WIENER, SCOTT, Chair

**Location:** 02/26/2026 - Senate Elections and Constitutional Amendments

**Summary:** The Political Reform Act of 1974 requires individual lobbyists to prepare certifications, as specified, for filing with the Secretary of State. If any change occurs in the information contained in a lobbyist certification, or if a lobbyist terminates all activity that required certification, existing law requires the lobbyist to submit an amended certification or notice of termination to the lobbyist's lobbying firm or lobbyist employer for filing with the Secretary of State within specified timelines. This bill would instead require the lobbyist to submit the amended certification or notice of termination directly to the Secretary of State.

**SB 1177 (Cortese, D) High-Speed Rail Authority: project update report.**

**Introduced:** 02/18/2026

**Status:** 03/17/2026 - Set for hearing April 7.

**Calendar:** 04/07/26 S-TRANSPORTATION 1:30 p.m. - State Capitol, Room 112 CORTESE, DAVE, Chair

**Location:** 02/26/2026 - Senate Transportation

**Summary:** The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Current law requires the authority to biennially provide a project update report to the Legislature on the development and implementation of intercity high-speed train service. Current law requires the project update report to include, among other things, the baseline budget for all project phase costs, by segment or contract, and a comparison of the current and projected work schedule and the baseline schedule contained in the California High-Speed Rail Program Revised 2012 Business Plan. This bill would additionally require the project update report to include (1) an explanation of the assumptions used for financing methods calculations, (2) a comparison of the current and projected work schedule to projected schedules in previous project update reports, (3) an analysis of potential ancillary revenue sources, and (4) a comparison and benchmarking of cost, scope, and timeline to international high-speed rail projects.

**SB 1187 (Durazo, D) Open meetings: majority.**

**Introduced:** 02/19/2026

**Status:** 03/04/2026 - Referred to Com. on L. GOV.

**Location:** 03/04/2026 - Senate Local Government

**Summary:** Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Existing law defines "meetings" for these purposes to mean any congregation of a majority of the members of a legislative body at the same time and location, as specified, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body. This bill would define "majority" for purposes of the act to mean the number of members of the legislative body equaling more than half of the total number of seats on the legislative body. The bill would specify that if a seat on the legislative body is vacant, that seat is to still be counted as a seat on the legislative body. This bill contains other related provisions and other existing laws.

**SB 1205 (Valladares, R) Public contracts: retention: architecture or engineering services.**

**Introduced:** 02/19/2026

**Last Amended:** 03/24/2026

**Status:** 03/24/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

**Location:** 02/19/2026 - Senate Rules

**Summary:** Existing law imposes various requirements regarding the formation, content, and enforcement of public works contracts. Existing law generally requires that retention proceeds withheld from payment by a public entity be released within 60 days after the date of completion of the work of improvement, except as specified in case of a dispute. Existing law limits the allowable amount of retention proceeds withheld in a contract between a public entity and the original contractor, a contract between the original contractor and a subcontractor, and a contract between subcontractors, as specified. Existing law defines "public entity" differently for these various purposes. This bill would prohibit any retention of payment for all contracts, and amendments thereto, entered into on or after January 1, 2027, directly between a public entity and an individual or legal entity permitted by law to practice the profession of architecture or engineering.

**SB 1213 (Reyes, D) Zero- and near-zero-emission medium- and heavy-duty vehicles: incentives: transparency.**

**Introduced:** 02/19/2026

**Last Amended:** 03/25/2026

**Status:** 03/25/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

**Location:** 02/19/2026 - Senate Rules

**Summary:** Existing law establishes the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, to be administered by the State Air Resources Board in conjunction with the State Energy Resources Conservation and Development Commission (Energy Commission). The program funds eligible projects, including, among others, projects for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology, including projects that help to facilitate clean goods movement corridors. Existing law establishes the Clean Transportation Program, administered by the Energy Commission, to provide, among other things, competitive grants and revolving loans to specified entities for those entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. This bill would require, within the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, the state board and the Energy Commission, beginning January 1, 2027, to condition the inclusion of any medium- or heavy-duty vehicle model in specified incentive programs, including the Clean Transportation Program, on the receipt of the pricing data specified below. used vehicles.

**SB 1225 (Niello, R) Initiative and referendum measures: title and summary.**

**Introduced:** 02/19/2026

**Status:** 03/04/2026 - Referred to Com. on E. & C.A.

**Location:** 03/04/2026 - Senate Elections and Constitutional Amendments

**Summary:** Current law requires the Attorney General, upon receipt of the text of a proposed initiative or referendum measure, to prepare a circulating title and summary of the chief purposes and points of the proposed measure that includes an estimate of the financial impact of the proposed measure. Current law requires the Attorney General to prepare a ballot title and summary for each measure that the Secretary of State determines will appear on the ballot at a statewide election. This bill would instead require the Legislative Analyst to carry out these responsibilities. The bill would make the operation of this requirement contingent upon approval by the voters of SCA 3 of the 2025–26 Regular Session.

**SB 1228 (Rubio, D) Advertising displays: exemptions: redevelopment agency projects.**

**Introduced:** 02/19/2026

**Last Amended:** 03/25/2026

**Status:** 03/25/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

**Location:** 02/19/2026 - Senate Rules

**Summary:** The Outdoor Advertising Act prohibits, except as provided, placing or maintaining an advertising display on property adjacent to a portion of a freeway that has a specified coverage area of landscaping or trees at the same or elevated grade of the main-traveled way, as provided. The act does not prohibit a city, county, or city and county from designating the districts or zones in which an advertising display may be placed or prohibited as part of a land use or zoning ordinance. The act also does not prohibit a local governmental entity from entering into an agreement to relocate an advertising display for any purpose. This bill would exempt certain advertising displays developed within the boundary limits of, and as part of, an individual redevelopment agency project from the prohibition on placing or maintaining an advertising display on property adjacent to a portion of a freeway that has landscaping or trees, a city, county, or city and county's land use or zoning ordinance, and a local governmental entity's relocation agreement, as those are described above.

**SB 1241 (Smallwood-Cuevas, D) Skilled and trained workforce requirements.**

**Introduced:** 02/19/2026

**Last Amended:** 03/26/2026

**Status:** 03/26/2026 - Read second time and amended. Re-referred to Com. on APPR.

**Location:** 03/25/2026 - Senate Appropriations

**Summary:** Existing law establishes requirements with respect to public contracts that apply when a public entity is required by statute or regulation to obtain an enforceable commitment that a bidder, contractor, or other entity will use a skilled and trained workforce to complete a contract or project, as specified. Existing law requires a public entity subject to skilled and trained workforce requirements to include a specified notice in all bid documents. Existing law specifies that a failure of a public entity to include the required notice that a project is subject to the skilled and trained workforce requirement does not excuse a public entity from those requirements. This bill would expand the circumstances under which those requirements apply to specified instruments and laws, including development agreements and resolutions, as provided. The bill would make various technical and conforming changes.

**SB 1248 (Cabaldon, D) State agencies: automated decision systems.**

**Introduced:** 02/19/2026

**Status:** 03/24/2026 - From committee: Do pass and re-refer to Com. on P., D.T., & C.P. (Ayes 13. Noes 0.) (March 24). Re-referred to Com. on P., D.T., & C.P.

**Location:** 03/24/2026 - Senate Privacy, Digital Technologies, and Consumer Protection

**Summary:** This bill would impose certain restrictions on the use of an automated decision system by a state agency to confer services, defined as, among other things, the issuance of professional licenses and provision of public benefits. Among the restrictions, the bill would include a prohibition on using an output from the system as the sole basis for an adverse service determination affecting a natural person, except as specified. The bill would require the state agency to verify the accuracy of the system's outputs and to promote nondiscrimination in its use, as specified. The bill would require the director or designee of a state agency to provide for quality control review of the outputs, as specified, to assure acceptable accuracy. This bill contains other related provisions and other existing laws.

**SB 1250 (Cortese, D) State highway system: wildlife connectivity.**

**Introduced:** 02/19/2026

**Last Amended:** 03/26/2026

**Status:** 03/26/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

**Calendar:** 04/07/26 S-TRANSPORTATION 1:30 p.m. - State Capitol, Room 112 CORTESE, DAVE, Chair

**Location:** 03/04/2026 - Senate Transportation

**Summary:** Existing law requires Department of Transportation (Caltrans), in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program. Existing law requires the commission, in connection with the plan, to adopt targets and performance measures reflecting state transportation goals and objectives. This bill would require the targets and performance measures adopted by the commission to include targets and performance measures reflecting state transportation goals and objectives for wildlife connectivity assets that reflect the need for new assets and conditions of existing assets that improve or maintain the connectivity of wildlife crossings. The bill would require Caltrans to include wildlife connectivity assets in the asset management plan.

**SB 1256 (Jones, R) Subdivision Map Act: action or proceeding.**

**Introduced:** 02/19/2026

**Last Amended:** 03/25/2026

**Status:** 03/26/2026 - April 8 hearing postponed by committee. Withdrawn from committee. Re-referred to Com. on RLS.

**Location:** 03/26/2026 - Senate Rules

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires that an action or proceeding to attack, review, set aside, void, or annul specified acts or decisions of a public agency on the grounds of noncompliance with CEQA be commenced in accordance with specified timeframes. The Subdivision Map Act vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps, and the modification thereof. The act requires an action or proceeding against a decision of a local agency taken pursuant to that act to be commenced within a certain time period, as specified. This bill would prohibit an action or proceeding to enforce the Subdivision Map Act from being maintained, if certain criteria exist, including that the action or proceeding to enforce the Subdivision Map Act includes substantially similar claims to claims raised in an action or proceeding to enforce CEQA and the defendant in the action or proceeding to enforce the Subdivision Map Act was the defendant in the action or proceeding to enforce CEQA.

**SB 1266 (Stern, D) Crimes: theft.**

**Introduced:** 02/19/2026

**Last Amended:** 03/25/2026

**Status:** 03/26/2026 - April 8 hearing postponed by committee. Withdrawn from committee. Re-referred to Com. on RLS.

**Location:** 03/26/2026 - Senate Rules

**Summary:** Under existing law, it is grand theft to steal, take, or carry away copper materials of another valued at more than \$950. This bill would require, for the purposes of this provision, value to be calculated as the full cost to the victim to repair and replace the stolen materials, including labor and equipment, rather than the fair market scrap value. The bill would also authorize the value of thefts committed against critical infrastructure within a 90-day period to be aggregated to meet the \$950 threshold.

**SB 1275 (McNerney, D) Sales and use tax exemption: vehicle license fee imposition: motor vehicles.**

**Introduced:** 02/20/2026

**Status:** 03/25/2026 - Set for hearing April 8.

**Calendar:** 04/08/26 S-REVENUE AND TAXATION 9:30 a.m. - 1021 O Street, Room 1200 MCNERNEY, JERRY, Chair

**Location:** 03/04/2026 - Senate Revenue and Taxation

**Summary:** (1)Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, on and after January 1, 2027, and before January 1, 2032, exempt from those taxes the gross receipts from the sale of, and the storage, use, or other consumption of a new motor vehicle.

**SB 1282 (Becker, D) Transportation electrification: grid-integrated vehicle technologies: standards.**

**Introduced:** 02/20/2026

**Status:** 03/04/2026 - Referred to Com. on E., U & C.

**Location:** 03/04/2026 - Senate Energy, Utilities and Communications

**Summary:** Existing law authorizes the State Energy Resources Conservation and Development Commission (Energy Commission), in consultation with the State Air Resources Board and the Public Utilities Commission (PUC), to require any weight class of battery electric vehicle to be bidirectional capable, as defined, if it determines there is a sufficiently compelling beneficial bidirectional-capable use case to the battery electric vehicle operator and electrical grid, as specified. Existing law defines various terms related to bidirectional-capable use. This bill would expand various definitions related to bidirectional-capable use to include in their meanings vehicle types beyond battery electric, among other changes. This bill contains other related provisions and other existing laws.

**SB 1287 (Hurtado, D) Personal Income Tax Law: Corporation Tax Law: credits: shortline railroad expenditures and railroad infrastructure.**

**Introduced:** 02/20/2026

**Status:** 03/25/2026 - Set for hearing April 8.

**Calendar:** 04/08/26 S-REVENUE AND TAXATION 9:30 a.m. - 1021 O Street, Room 1200 MCNERNEY, JERRY, Chair

**Location:** 03/04/2026 - Senate Revenue and Taxation

**Summary:** The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, the Shortline Railroad Modernization Act of 2026, would allow credits against those taxes for each taxable year beginning on or after January 1, 2026, to a qualified taxpayer in an amount equal to 50% of the qualified shortline railroad expenditures and 50% of the qualified new rail infrastructure expenditures, as defined and specified.

**SB 1292 (Richardson, D) Enhanced curb management system.**

**Introduced:** 02/20/2026

**Status:** 03/26/2026 - Set for hearing April 14.

**Calendar:** 04/14/26 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 03/04/2026 - Senate Transportation

**Summary:** Current law authorizes, until January 1, 2030, a local agency, as defined, to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes. Existing law requires a designated employee of a city, county, city and county, or a contracted law enforcement agency for a special transit district, who is qualified by the city and county or the district to issue parking citations, to review photographs for the purpose of determining whether a parking violation occurred in a bicycle lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law requires these photographic records to be confidential and makes these records available only to public agencies to enforce parking violations. Existing law requires any local agency that implements this pilot program to report to specified committees of the Legislature on the system's effectiveness and impact on traffic outcomes, among other things, by December 31, 2028. This bill would authorize a local agency, as defined, to establish an enhanced curb management system (system) that records images of vehicles for the purpose of enforcing parking violations or automating parking payments if certain requirements are met. The bill would require the governing body of the local agency to adopt a public ordinance or resolution that would authorize the use of a system in specified locations, including, among others, passenger loading zones and commercial loading zones. The bill would require a local agency that automates parking payments by charging vehicles a fee for access to outline the fee, and any adjusted rates, in an ordinance or resolution. This bill contains other related provisions and other existing laws.

**SB 1293 (Alvarado-Gil, R) State highways: projects: notice.**

**Introduced:** 02/20/2026

**Status:** 03/26/2026 - Set for hearing April 14.

**Calendar:** 04/14/26 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 03/04/2026 - Senate Transportation

**Summary:** Existing law establishes the Department of Transportation and requires it to improve and maintain the state highways, as provided. This bill would require the department to provide written notice of certain construction or maintenance projects within the right-of-way of a state highway in a county with a population of 250,000 people or fewer to a person who resides in, or a business that is located within, 10 miles of the project limits, as specified.

**SB 1319 (Durazo, D) California Public Records Act: public investment funds.**

**Introduced:** 02/20/2026

**Last Amended:** 03/25/2026

**Status:** 03/25/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

**Location:** 02/20/2026 - Senate Rules

**Summary:** The California Public Records Act (act) requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. The act exempts from disclosure certain records regarding alternative investments, as defined, in which public investment funds, as defined, invest. The act, however, requires certain information contained in those records to be disclosed, including, among other things, the name, address, and vintage year of each alternative investment vehicle. This bill would additionally require the disclosure of certain additional information, including, among other things, a comparison of the results from the alternative investment vehicle against the performance the public investment fund would have experienced from investing the same amount in a public market index of corresponding assets traded in the public securities markets, after controlling for risk, liquidity, and expense.

**SB 1324 (Blakespear, D) Passenger and freight rail: LOSSAN Rail Corridor: working group report.**

**Introduced:** 02/20/2026

**Last Amended:** 03/23/2026

**Status:** 03/23/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

**Location:** 02/20/2026 - Senate Rules

**Summary:** Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. Existing law requires the Secretary of Transportation to convene a working group composed of representatives of certain types of entities, including, among others, representatives from county transportation commissions and metropolitan planning organizations from specified counties. Existing law requires the working group to submit consensus recommendations and feedback in a report to the Legislature on or before February 1, 2026, on various topics relating to rail service in the LOSSAN Rail Corridor. This bill would instead require the working group to submit this report to the Legislature on or before February 1, 2027.

**SB 1326 (Wahab, D) California Environmental Quality Act: tribal cultural resources: mitigation measures.**

**Introduced:** 02/20/2026

**Status:** 03/16/2026 - Set for hearing April 22.

**Calendar:** 04/22/26 S-ENVIRONMENTAL QUALITY 9 a.m. - State Capitol, Room 112 BLAKESPEAR, CATHERINE, Chair

**Location:** 03/04/2026 - Senate Environmental Quality

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would modify the definition of tribal cultural resource to, among other things, include a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is identified by the Native American Heritage Commission as a sacred place, as provided, or included in a local tribal register.

**SB 1337 (Richardson, D) Transportation fuels: interagency working group.**

**Introduced:** 02/20/2026

**Status:** 03/25/2026 - Set for hearing April 7.

**Calendar:** 04/07/26 S-ENERGY, UTILITIES AND COMMUNICATIONS 9 a.m. - 1021 O Street, Room 1200 ALLEN, BENJAMIN, Chair

**Location:** 03/04/2026 - Senate Energy, Utilities and Communications

**Summary:** Existing law establishes the Division of Petroleum Market Oversight to, among other things, provide independent oversight and analysis of the transportation fuels market for the protection of consumers by identifying market design flaws, market power abuses, and any other manner by which market participants act to harm competition or act contrary to the best interests of the consumers in the state. Existing law requires the director of the division, when requested, to appear before the appropriate policy committees of the Legislature to provide an update on the division's performance as compared to its objectives, the status of competition in the transportation fuels markets, and other information the committees request. This bill would establish an interagency workgroup led by the State Energy Resources Conservation and Development Commission and consisting of the State Lands Commission, relevant air districts, local governments, airports, and ports to do specified things, including, among other things, strengthen coordination and establish clear lines of communication to prioritize critical energy policies and regulations, as specified, and to propose opportunities for partnership between the Governor's office, state agencies, boards, commissions, offices, and other entities, as necessary, and the Legislature in order to advance solutions to strategically align regulations and permitting processes across all levels of government that could best support achievement of state policy goals.

**SB 1361 (Durazo, D) Transit-oriented housing developments: exceptions: housing development policy.**

**Introduced:** 02/20/2026

**Last Amended:** 03/25/2026

**Status:** 03/25/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

**Location:** 02/20/2026 - Senate Rules

**Summary:** Existing law requires a housing development project to be an allowed use as a transit-oriented housing development if certain requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency takes specified actions. Existing law defines various terms for these purposes. This bill would additionally exempt from the above-described provisions certain local agencies or local governments if the entity has adopted a policy by January 1, 2026, to complete at least 10,000 housing units, at least 50% of which will be income restricted, by January 1, 2032, except as specified.

**SB 1375 (Cortese, D) California Environmental Quality Act: exemptions: City of San Jose: Diridon Station.**

**Introduced:** 02/20/2026

**Last Amended:** 03/25/2026

**Status:** 03/25/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

**Location:** 02/20/2026 - Senate Rules

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law exempts from CEQA a public project for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be exclusively used by zero-emission trains or specified rolling stock or locomotives, as provided. This bill would exempt from CEQA a public program for the modernization of Diridon Station in the City of San Jose, including, but not limited to, the track, platform, station, public plaza or realm, roadway crossing and access improvements, and intermodal facilities and connections. Because a lead agency would be required to determine the applicability of this exemption, the bill would impose a state-mandated local program. This bill would make legislative findings and declarations as to the necessity of a special statute for the Diridon Station Program in the County of Santa Clara.

**SB 1382 (Alvarado-Gil, R) Department of Transportation: mountain passes: openings.**

**Introduced:** 02/20/2026

**Status:** 03/26/2026 - Set for hearing April 14.

**Calendar:** 04/14/26 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 03/04/2026 - Senate Transportation

**Summary:** Existing law vests the Department of Transportation with possession and control of all state highways. Existing law requires the department, on or before July 1, 1992, to adopt and implement a deicing policy for state highways, as specified. Existing law specifically requires the department to remove snow from a specified portion of Interstate Route 80, as specified. This bill would require the department to ensure that all mountain passes under its control are open for operation by May 1 of each year. If it is projected that it is not feasible for the department to meet that requirement, the bill would require the department to publish on its internet website a written notice of which mountain passes it will not be able to open, including the documented causes, by April 1 of each year.

**SB 1388 (Durazo, D) Local agencies: improvement and maintenance of natural habitat.**

**Introduced:** 02/20/2026

**Status:** 03/04/2026 - Referred to Com. on L. GOV.

**Location:** 03/04/2026 - Senate Local Government

**Summary:** Existing law authorizes a local agency to, as specified, establish a district to provide for the improvement or maintenance of natural habitat. Existing law authorizes the local agency to perform those functions or contract with the state, another local agency, or a special district to perform those functions, as specified. This bill would additionally authorize a local agency to contract with a joint powers authority to perform the above-described functions.

**SB 1408 (Arreguin, D) Contra Costa Transportation Authority: transactions and use tax.**

**Introduced:** 02/20/2026

**Last Amended:** 03/23/2026

**Status:** 03/23/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

**Calendar:** 04/07/26 S-TRANSPORTATION 1:30 p.m. - State Capitol, Room 112 CORTESE, DAVE, Chair

**Location:** 03/04/2026 - Senate Transportation

**Summary:** Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. This bill would authorize, until January 1, 2045, the Contra Costa Transportation Authority to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 1% that would, in combination with other transactions and use taxes, exceed the above-described combined rate limit of 2%, if the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified.

**SB 1411 (Stern, D) Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.**

**Introduced:** 02/20/2026

**Status:** 03/17/2026 - Set for hearing April 7.

**Calendar:** 04/07/26 S-TRANSPORTATION 1:30 p.m. - State Capitol, Room 112 CORTESE, DAVE, Chair

**Location:** 03/04/2026 - Senate Transportation

**Summary:** Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law requires moneys collected by the State Air Resources Board from the auction or sale of certain allowances as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and continuously appropriates a portion of the moneys in the fund for various purposes, including a specified portion to the authority for certain purposes. Existing law prohibits the authority from entering into new funding commitments with those moneys for activities outside of the Merced to Bakersfield segment, until June 30, 2030, or when that segment is fully funded, whichever is sooner. Notwithstanding that prohibition, existing law authorizes the authority to enter into new funding commitments outside of the Merced to Bakersfield segment for additional activities, not to cumulatively exceed \$500,000,000, that maximize the efficiency of delivering the project, as specified. This bill would authorize the authority to enter into new funding commitments with the above-described moneys outside of the Merced to Bakersfield segment in any amount for additional activities that maximize the efficiency of delivering the project, as specified. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.

**SB 1423 (Stern, D) Transportation funding: State Transportation Improvement Program: Active Transportation Program.**

**Introduced:** 02/20/2026

**Last Amended:** 03/25/2026

**Status:** 03/26/2026 - Withdrawn from committee. Re-referred to Com. on RLS.

**Location:** 03/26/2026 - Senate Rules

**Summary:** Existing law generally provides for programming and allocation of available state and federal transportation funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation through the adoption of an interregional transportation improvement program, and 75% of available funds to be programmed and expended on regional improvement projects nominated by transportation planning agencies through the adoption of a regional transportation improvement program. This bill would require at least 50% of funds programmed in the interregional transportation improvement program, and 50% of funds programmed in a regional transportation improvement program, to be programmed for safe streets projects, as specified.

**SB 1424 (Archuleta, D) Sales and use taxes: electric vehicle fueling.**

**Introduced:** 02/20/2026

**Last Amended:** 03/24/2026

**Status:** 03/25/2026 - Withdrawn from committee. Re-referred to Com. on RLS.

**Location:** 03/25/2026 - Senate Rules

**Summary:** Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state of, or on the storage, use, or other consumption in this state of, tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including an exemption for the sale of, or the storage, use, or consumption of, certain tangible personal property purchased for use by a qualified person to be used primarily in specified manufacturing, processing, refining, fabricating, recycling, research and development, or electric power, as prescribed. This bill would additionally exempt, under the provision described above, from state sales and use tax laws qualified tangible personal property purchased for use by a qualified person to be used primarily in the fueling of an electric vehicle.

**SB 1425 (Cortese, D) High-Speed Rail Authority: property: right-of-way.**

**Introduced:** 02/20/2026

**Last Amended:** 03/25/2026

**Status:** 03/25/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

**Location:** 02/20/2026 - Senate Rules

**Summary:** The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to acquire rights-of-way through purchase or eminent domain, as specified. This bill would establish a permit program, administered by the authority, for encroachments on the authority's rights-of-way. The bill would make any person who installs or performs an encroachment within the authority's right-of-way, without a permit, guilty of a misdemeanor. The bill would also make any person who willfully damages any feature of the high-speed train system or any portion of the authority's right-of-way guilty of a misdemeanor. The bill would provide for civil penalties for specified categories of encroachment and, unless authorized by law or an encroachment permit, would make it unlawful to manage water flows in certain ways that impact the high-speed train system or the authority's right-of-way, as specified. The bill would require all moneys, including moneys from permit fees and civil penalties, collected pursuant to its provisions to be deposited into the High-Speed Rail Property Fund. The bill would, upon appropriation by the Legislature, make the penalty moneys available to the authority for use in the development, improvement, and maintenance of the high-speed rail system, and the other moneys available for administering these provisions.

**SCR 84 (Blakespear, D) California Rail Month.**

**Introduced:** 05/19/2025

**Last Amended:** 03/12/2026

**Status:** 03/16/2026 - Read second time. Ordered to third reading.

**Location:** 03/16/2026 - Senate THIRD READING

**Summary:** Would recognize May 2026 as California Rail Month.

**SCR 108 (Archuleta, D) Deputy David Piquette Memorial Highway.**

**Introduced:** 01/08/2026

**Status:** 03/17/2026 - Set for hearing April 7.

**Calendar:** 04/07/26 S-TRANSPORTATION 1:30 p.m. - State Capitol, Room 112 CORTESE, DAVE, Chair

**Location:** 01/21/2026 - Senate Transportation

**Summary:** Would designate a specified portion of State Route 91 in the County of Orange as the Deputy David Piquette Memorial Highway. The measure would request that the Department of Transportation determine the cost of appropriate signs showing this special designation and, upon receiving donations from nonstate sources sufficient to cover the cost, to erect those signs.

**SCR 124 (Wiener, D) Transportation access: persons with epilepsy.**

**Introduced:** 02/12/2026

**Last Amended:** 03/02/2026

**Status:** 03/25/2026 - Read second time. Ordered to consent calendar.

**Location:** 03/24/2026 - Senate CONSENT CALENDAR

**Summary:** Would encourage relevant stakeholders to evaluate existing transportation programs, develop policy options, and consider pilot initiatives that improve reliable, affordable, and accessible transportation for individuals with epilepsy. The measure would also encourage coordination with federal partners and welcome the participation of advocacy groups in informing and advancing complementary state-federal strategies.