



# **Orange County Transportation Authority**

## **Legislative and Communications Committee Agenda**

### **Thursday, July 17, 2025 at 9:00 a.m.**

Board Room, 550 South Main Street, Orange, California

#### **Committee Members**

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

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

#### **Agenda Descriptions**

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

#### **Public Availability of Agenda Materials**

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

#### **Meeting Access and Public Comments on Agenda Items**

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

#### **In-Person Comment**

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

# LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

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## Written Comment

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

## Call to Order

## Pledge of Allegiance

Director Jung

## Closed Session

There are no Closed Session items scheduled.

## Special Calendar

### 1. Conference Call with State Legislative Advocate Moira Topp

Moira Topp/Kristin Jacinto

#### **Overview**

An update of legislative items in Sacramento will be provided.

## Consent Calendar (Item 2)

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

### 2. Approval of Minutes

Clerk of the Board

#### **Recommendation(s)**

Approve the minutes of the June 19, 2025 Legislative and Communications Committee meeting.

#### **Attachments:**

[Minutes](#)

## Regular Calendar

### 3. State Legislative Status Report

Clara Brotcke/Kristin Jacinto

#### **Overview**

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its overall programs, projects, and operations. A support position is recommended related to legislation that would expand existing prohibitions on obstructing license plates. This report also includes an update on state budget activities and the repeal of the California Air Resources Board's In-Use Locomotive Regulation.

## LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

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### ***Recommendation(s)***

Adopt a SUPPORT position on AB 1085 (Stefani, D-San Francisco), which would expand the prohibition of installing, selling, or manufacturing devices that interfere with the electronic or visual readability of license plates, including on toll facilities.

### ***Attachments:***

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

#### **4. Federal Legislative Status Report**

Alexis Carter/Kristin Jacinto

### ***Overview***

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This report includes an update on the approval of the budget reconciliation bill, a summary of a letter from Orange County elected officials related to restoring the formula suballocation process for the State Transportation Block Grant program and the Congestion Mitigation and Air Quality program, and an overview on a report submitted to Congress examining commuter rail in the United States post-pandemic. Additionally, a summary of two letters from United States Transportation Secretary Sean Duffy to the Los Angeles County Metropolitan Transportation Authority and the City of Los Angeles.

### ***Recommendation(s)***

Receive and file as an information item.

### ***Attachments:***

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

## **Discussion Items**

5. **Public Comments**
6. **Chief Executive Officer's Report**
7. **Committee Members' Reports**

## LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

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### 8. **Adjournment**

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

**9:00 a.m. on Thursday, August 21, 2025**

OCTA Headquarters

Board Room

550 South Main Street

Orange, California



**Committee Members Present**

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

**Staff Present**

Darrell E. Johnson, Chief Executive Officer  
Jennifer L. Bergener, Deputy Chief Executive Officer  
Sahara Meisenheimer, Clerk of the Board Specialist  
Gina Ramirez, Assistant Clerk of the Board  
Cassie Trapesonian, Assistant General Counsel  
OCTA Staff

**Committee Members Absent**

None

**Call to Order**

The June 19, 2025, regular meeting of the Legislative and Communications Committee was called to order by Committee Chair Wagner at 9:00 a.m.

**Special Calendar**

**1. Conference Call with State Legislative Advocate Moira Topp**

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

Director Nguyen requested the history of the Orange County Transportation Authority's (OCTA) grant funding.

Committee Vice Chair Foley requested to also include what other Agencies have received in grant funding.

No action was taken on this item.

**Consent Calendar (Item 2 through 4)**

**2. Approval of Minutes**

A motion was made by Director Nguyen, seconded by Committee Vice Chair Foley, and declared passed by those present to approve the minutes of the May 15, 2025 Legislative and Communications Committee meeting.

**3. Accessible Transit Advisory Committee Annual Update and Member Appointments**

A motion was made by Director Nguyen, seconded by Committee Vice Chair Foley, and declared passed by those present to receive and file the Accessible Transit Advisory Committee status report.



**4. Citizens Advisory Committee Annual Update and Member Appointments**

A motion was made by Director Nguyen, seconded by Committee Vice Chair Foley, and declared passed by those present to receive and file the Citizens Advisory Committee status report.

**Regular Calendar**

**5. State Legislative Status Report**

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

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

**6. Federal Legislative Status Report**

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

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

**Discussion Items**

**7. Marketing and Communications Update**

Ryan Armstrong, Department Manager of Marketing and Customer Engagement, provided a PowerPoint presentation.

No action was taken on this item.

**8. Public Comments**

There were no public comments.

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

Darrell E. Johnson, Chief Executive Officer (CEO), reported on the following:

- Measure M2 Ten-Year Review is being conducted to ensure continued transparency and accountability and last night, staff was in San Juan Capistrano for the Summer Nites Concert Series.
- OCTA staff will attend several events to give the public an opportunity to provide feedback.



**10. Committee Members' Reports**

Director Nguyen expressed concern about bus stop billboards displayed in her district. Mr. Johnson, CEO, responded that billboards at bus stops are the responsibility of the local agencies, but can follow-up with the appropriate jurisdiction.

Director Jung congratulated Committee Vice Chair Foley on her leadership on the sand replenishment in south Orange County.

**11. Adjournment**

The meeting adjourned at 9:59 a.m.

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

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

OCTA Headquarters

Board Room

550 South Main Street

Orange, California

ATTEST

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Sahara Meisenheimer  
Clerk of the Board Specialist



**July 17, 2025**

**To:** Legislative and Communications Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** State Legislative Status Report

### **Overview**

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its overall programs, projects, and operations. A support position is recommended related to legislation that would expand existing prohibitions on obstructing license plates. This report also includes an update on state budget activities and the repeal of the California Air Resources Board's In-Use Locomotive Regulation.

### **Recommendation**

Adopt a SUPPORT position on AB 1085 (Stefani, D-San Francisco), which would expand the prohibition of installing, selling, or manufacturing devices that interfere with the electronic or visual readability of license plates, including on toll facilities.

### **Discussion**

AB 1085 (Stefani, D-San Francisco): License plates: obstruction or alteration

AB 1085 would enhance enforcement against the obstruction of vehicle license plates. Specifically, the bill expands current law to explicitly prohibit the use, installation, sale, or manufacture of any device, material, or coating, such as shades or tints that interfere with the electronic or visual readability of license plates. This includes interference with systems used by law enforcement, toll agencies, and remote emissions sensing technologies. AB 1085 also introduces a new ban on manufacturing these obstructive devices within California and increases the penalty for selling or manufacturing such items, raising the fine from \$250 to \$2,500 per item. The fine for using these devices on vehicles remains at \$250.



AB 1085 would help support the Orange County Transportation Authority's (OCTA) efforts to reduce toll evasion by targeting the use, manufacture, and distribution of license plate obstruction devices. The bill expands current law to explicitly ban the production and use of items such as tints, shades, and other materials designed to prevent visual or electronic recognition of license plates. These devices are commonly used to avoid detection by automated tolling systems, resulting in lost revenue and increased enforcement costs.

The use of obstructed or unreadable license plates significantly undermines toll enforcement systems that rely on license plate recognition for billing and violation processing. When license plates are not readable, agencies lose toll revenue and incur added costs related to violation processing, manual enforcement, or violation resolution. Across California, toll agencies report substantial financial losses due to vehicles with obscured or missing license plates, with some toll operators citing the loss of tens of millions of dollars each year due to this issue. For the 91 Express Lanes, OCTA generally loses approximately \$204,000 each year due to blocked or obstructed license plates. This amount will likely increase with the 405 Express Lanes as similar toll collection challenges arise. These same devices also hinder law enforcement investigations into more serious offenses. Obstructed plates can enable repeat offenses by shielding drivers from detection by traffic and safety cameras.

By clarifying existing law and increasing penalties, AB 1085 would help strengthen enforcement against license plate obstruction in a way that supports OCTA's interest in fair and effective toll collection. It would also support the broader goals of public safety and fairness by deterring behavior that shifts financial burdens onto law-abiding drivers and undermines criminal investigations. For a toll agency like OCTA, this legislation offers an opportunity to strengthen the effectiveness of automated toll systems and enhance revenue recovery while maintaining important privacy protections for drivers.

This legislation is sponsored by Streets for All and supported by the Metropolitan Transportation Commission and the Golden Gate Bridge Transportation District, along with a wide range of law enforcement organizations. A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principle to "Support the use of innovative means to enhance toll agency enforcement efforts, including ways to address toll violations due to protected plates." A comprehensive analysis is included in Attachment A.

#### Update on State Budget Agreement

On June 27, 2025, the California Legislature approved the fiscal year (FY) 2025–26 state budget and several accompanying trailer bills following negotiations with the Administration. The budget builds on the framework passed on June 13 and addresses an estimated \$12 billion shortfall through a

combination of spending reductions, funding delays, fund shifts, and use of reserves. The total spending is \$321.1 billion, which includes \$231.9 billion in General Fund expenditures and \$15.7 billion in reserves. Governor Newsom conditionally signed the state budget agreement on June 27; however, his signature was contingent upon the enactment of additional trailer bills approved by the Legislature on June 30, 2025. While the core components of the budget are now in place, staff anticipates additional budgetary actions in the coming months to address unresolved issues, including continuous appropriations for certain funding sources and reauthorization of the cap-and-trade program.

The cap-and-trade program currently funds a range of clean transportation and greenhouse gas reduction initiatives through the Greenhouse Gas Reduction Fund (GGRF). OCTA has historically leveraged GGRF resources through programs such as the Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP), supporting efforts like the coastal rail corridor protection, OC Streetcar, and the Youth Ride Free Program. In addition to these continuous appropriations, the State previously established a four-year, \$5.1 billion transit funding initiative through SB 125 (Chapter 54, Statutes of 2023) and AB 106 (Chapter 9, Statutes of 2023), creating new formula-based programs to assist with operations and zero-emission fleet transitions. OCTA is expected to receive approximately \$380 million from this effort.

The revised budget includes both immediate and planned funding to maintain these commitments. Specifically, \$1.196 billion from the General Fund is appropriated in FY 2025–26 for transit, including \$812 million for SB 125 TIRCP and \$384 million for TIRCP Cycle 6. The Legislature and Administration also intend to restore \$1.078 billion in GGRF transit commitments across future FYs: \$188 million in FY 2025–26 and \$180 million for Cycle 6, followed by \$230 million in FY 2026–27 and \$460 million in FY 2027–28 for the Zero-Emission Transit Capital Program. While these GGRF amounts are not yet formally reflected in the budget, they are expected to be included once this year's cap-and-trade expenditure plan is finalized. However, the revised budget does not resolve long-term funding uncertainties for TIRCP or LCTOP and does not address reauthorization of the cap-and-trade program, which is expected to be taken up later this year.

In addition to transit funding, the budget provides up to \$1.75 billion in one-time General Fund loans. Up to \$1 billion will support recovery efforts in Los Angeles County jurisdictions impacted by the January 2025 wildfires. Another \$750 million is designated for four major Bay Area transit agencies, including the Bay Area Rapid Transit, San Francisco Municipal Transportation Agency, Caltrain operated by the Peninsula Corridor Joint Powers Board, and the Alameda-Contra Costa Transit District, facing severe operating deficits. These loans are contingent on two actions: enactment of a 2025 trailer bill establishing repayment terms and a dedicated revenue source, and approval of legislation

authorizing a regional funding mechanism currently pending in the Legislature: SB 63 (Wiener, D-San Francisco), which proposes a regional sales tax measure for the 2026 general election to sustain existing transit operations levels.

The transportation trailer bill passed in conjunction with the budget includes provisions to support the 2028 Olympic and Paralympic Games in the City of Los Angeles (LA28), including authority for the California Department of Transportation (Caltrans) and local agencies to designate LA28-only or preferential-use lanes as part of the establishment of a games route network. Vehicles displaying a special LA28 decal approved by Caltrans and the California Highway Patrol may access high-occupancy vehicle lanes and other designated corridors. Earlier proposals to exempt LA28-related projects from the California Environmental Quality Act (CEQA) and the Coastal Act were not included in the final bill, though such changes could be revisited in future legislation.

Lastly, the two trailer bills approved on June 30, 2025, include key housing and infrastructure measures. The first trailer bill extends deadlines for the Regional Early Action Planning Grants Program, with funding now allowed to be expended through December 31, 2026, and reporting and invoicing deadlines extended through June 30, 2027. The California Department of Housing and Community Development is also authorized to reallocate unspent funds after 2026 to other eligible entities for reimbursement.

The second trailer bill includes several CEQA reforms. This includes CEQA streamlining for certain projects, including exemptions for the construction or operation of high-speed rail maintenance facilities and passenger stations for electrically powered systems. These exemptions apply if the projects are located in previously studied corridors and meet environmental and mitigation standards. The legislation also excludes staff notes and internal agency communications from the CEQA administrative record, unless certain exceptions apply, when a plaintiff requests the record to challenge or review a public agency's decision.

#### **Repeal of the California Air Resources Board's (CARB) In-Use Locomotive Regulation**

On June 26, 2025, CARB voted unanimously to repeal the In-Use Locomotive Regulation, which would have required all new locomotives in the State to be zero-emission starting in 2035. In January 2025, CARB had withdrawn its request for a federal waiver from the U.S. Environmental Protection Agency (EPA), citing uncertainty about the timeline for approval under the current federal administration. Without the waiver, the rule could not be enforced because under the federal Clean Air Act, California must obtain EPA authorization to implement state-level emissions standards that differ from or go beyond federal regulations, particularly for sources like locomotives, which are primarily regulated at the national level due to their interstate operations. Since freight and passenger trains routinely cross state lines, applying separate emissions requirements in

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California would affect equipment and operations beyond the state's borders, requiring federal approval to avoid conflicts with national commerce and regulatory uniformity. The regulation had faced legal challenges from the rail industry, including a lawsuit from the Association of American Railroads, which argued the rule would improperly affect interstate commerce.

For Metrolink, the repeal of the regulation eliminates the obligation to contribute to a dedicated account intended to fund the future acquisition of zero-emission locomotives, thereby reducing a substantial financial and administrative burden. It also removes the immediate requirement to plan for a near-term transition to zero-emission technology, which remains commercially limited, affording the agency greater flexibility in fleet management and long-term capital planning. This is particularly significant given that Metrolink already operates Tier 4 locomotives, which represent the cleanest diesel technology currently available.

The repeal comes as California continues efforts to meet federal air quality standards. The rule, adopted in April 2023, was projected to reduce more than 386,000 tons of nitrogen oxide emissions by 2050. The loss of anticipated emissions reductions from the locomotive rule may make it more difficult for air quality agencies to demonstrate reasonable further progress in upcoming State Implementation Plan updates, potentially triggering federal sanctions or restrictions on transportation project funding. Recognizing the setbacks from the locomotive rule and the risk of continued nonattainment, CARB has indicated it will consider alternative strategies, including expanded support for public transit and electric vehicle programs, as part of its broader effort to meet state and federal air quality goals.

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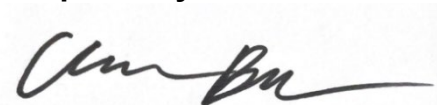
**Summary**

A support recommendation is included for legislation prohibiting devices that block or obscure license plates. Summaries are provided on recent state budget developments and the repeal of the In-Use Locomotive Regulation.

**Attachments**

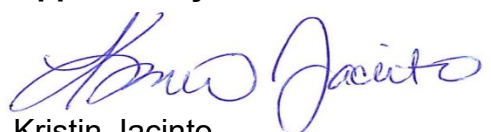
- A. AB 1085 (Stefani, D-San Francisco) Bill Analysis with Bill Language
- B. Orange County Transportation Authority Legislative Matrix

**Prepared by:**



Clara Brotcke  
Government Relations Representative, Associate  
Government Relations  
(714) 560-5329

**Approved by:**



Kristin Jacinto  
Executive Director,  
Government Relations  
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**BILL:** AB 1085 (Stefani, D-San Francisco)  
Introduced February 20, 2025  
Amended March 24, 2025  
Amended April 8, 2025  
Amended June 11, 2025

**SUBJECT:** AB 1085 would expand the prohibition of installing, selling, or manufacturing devices that interfere with the electronic or visual readability of license plates, including on toll facilities.

**STATUS:** Pending in Senate Committee on Public Safety  
Passed Senate Committee on Transportation (13-0)  
Passed Assembly Floor (69-0)  
Passed Assembly Committee on Transportation (15-0)

**SUMMARY AS OF JULY 2, 2025:**

AB 1085 would enhance enforcement against the obstruction of vehicle license plates. Specifically, the bill expands current law to explicitly prohibit the use, installation, sale, or manufacture of any device, material, or coating, such as shades or tints, that interferes with the electronic or visual readability of license plates. This includes interference with systems used by law enforcement, toll agencies, and remote emissions sensing technologies. AB 1085 also introduces a new ban on manufacturing these obstructive devices within California and increases the penalty for selling or manufacturing such items, raising the fine from \$250 to \$2,500 per item. The fine for using these devices on vehicles remains at \$250.

**EFFECTS ON ORANGE COUNTY:**

AB 1085 would help support the Orange County Transportation Authority's (OCTA) efforts to reduce toll evasion by targeting the use, manufacture, and distribution of license plate obstruction devices. The bill expands current law to explicitly ban the production and use of items such as tints, shades, and other materials designed to prevent visual or electronic recognition of license plates. These devices are commonly used to avoid detection by automated tolling systems, resulting in lost revenue and increased enforcement costs.

The use of obstructed or unreadable license plates significantly undermines toll enforcement systems that rely on license plate recognition for billing and violation processing. When license plates are not readable, agencies lose toll revenue and incur added costs related to violation processing, manual enforcement, or violation resolution. Across California, toll agencies report substantial financial losses due to vehicles with obscured or missing license plates, with some toll operators citing the loss of tens of millions of dollars each year due to this issue. For the 91 Express Lanes, OCTA generally loses approximately \$204,000 each year due to blocked or obstructed license plates. This amount will likely increase with the 405 Express Lanes as similar toll collection challenges arise. These same devices also hinder law enforcement investigations into more serious offenses, such as hit-and-run incidents, where the inability to identify a vehicle delays or

prevents accountability. Obstructed plates can enable repeat offenses by shielding drivers from detection by traffic and safety cameras.

By clarifying existing law and increasing penalties, AB 1085 would help strengthen enforcement against license plate obstruction in a way that supports OCTA's interest in fair and effective toll collection. It would also support the broader goals of public safety and fairness by deterring behavior that shifts financial burdens onto law-abiding drivers and undermines criminal investigations. For a toll agency like OCTA, this legislation offers an opportunity to strengthen the effectiveness of automated toll systems and enhance revenue recovery while maintaining important privacy protections for drivers.

This legislation is sponsored by Streets for All and supported by the Metropolitan Transportation Commission and the Golden Gate Bridge Transportation District along with a wide range of law enforcement organizations. A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principle to "Support the use of innovative means to enhance toll agency enforcement efforts, including ways to address toll violations due to protected plates."

**OCTA POSITION:**

Staff recommends: SUPPORT

AMENDED IN SENATE JUNE 11, 2025

AMENDED IN ASSEMBLY APRIL 8, 2025

AMENDED IN ASSEMBLY MARCH 24, 2025

CALIFORNIA LEGISLATURE—2025–26 REGULAR SESSION

**ASSEMBLY BILL**

**No. 1085**

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**Introduced by Assembly Member Stefani**

February 20, 2025

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An act to amend Sections 5201 and 5201.1 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL’S DIGEST

AB 1085, as amended, Stefani. License plates: obstruction or alteration.

Existing law prohibits a person from erasing the reflective coating of, painting over the reflective coating of, or altering a license plate to avoid visual or electronic capture of the license plate or its characters by state or local law enforcement. Existing law prohibits a person from installing or affixing on a vehicle a casing, shield, frame, border, product, or other device that obstructs or impairs the reading or recognition of a license plate by an electronic device operated by state or local law enforcement, an electronic device operated in connection with a toll road, high-occupancy toll lane, toll bridge, or other toll facility, or a remote emission sensing device, as specified. Existing law also prohibits the sale of a product or device that obscures, or is intended to obscure, the reading or recognition of a license plate by visual means, or by an electronic device in violation of the above-described provisions. A conviction for a violation of this provision is punishable by a fine of



two hundred fifty dollars \$250 per item sold or per violation. A violation of the Vehicle Code is a crime.

This bill would further prohibit a person from installing or affixing a shade or tint that obstructs the reading or recognition of a license plate by an electronic device operated by state or local law enforcement, an electronic device operated in connection with a toll road, high-occupancy toll lane, toll bridge, or other toll facility, or a remote emission sensing device, as specified. The bill would further prohibit the manufacture of these products and devices in the state and impose a ~~\$2,500~~ \$1,000 fine per item sold or manufactured for a violation of these provisions. The bill would also make clarifying changes. By creating a new crime, this bill would impose a state-mandated local program.

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

This bill would provide that no reimbursement is required by this act for a specified reason.

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

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

1 SECTION 1. Section 5201 of the Vehicle Code is amended to  
2 read:

3 5201. (a) License plates, including temporary license plates,  
4 shall at all times be securely fastened to the vehicle for which they  
5 are issued so as to prevent the plates from swinging, shall be  
6 mounted in a position so as to be clearly visible, and so that the  
7 characters are upright and display from left to right, and shall be  
8 maintained in a condition so as to be clearly legible. The rear  
9 license plate shall be mounted not less than 12 inches nor more  
10 than 60 inches from the ground, and the front license plate shall  
11 be mounted not more than 60 inches from the ground, except as  
12 follows:

13 (1) The rear license plate on a tow truck or reposessor's tow  
14 vehicle may be mounted on the left-hand side of the mast assembly  
15 at the rear of the cab of the vehicle, not less than 12 inches nor  
16 more than 90 inches from the ground.

17 (2) The rear license plate on a tank vehicle hauling hazardous  
18 waste, as defined in Section 25117 of the Health and Safety Code,

1 or asphalt material may be mounted not less than 12 inches nor  
2 more than 90 inches from the ground.

3 (3) The rear license plate on a truck tractor may be mounted at  
4 the rear of the cab of the vehicle, but not less than 12 inches nor  
5 more than 90 inches from the ground.

6 (4) The rear license plate of a vehicle designed by the  
7 manufacturer for the collection and transportation of garbage,  
8 rubbish, or refuse that is used regularly for the collection and  
9 transportation of that material by a person or governmental entity  
10 employed to collect, transport, and dispose of garbage, rubbish,  
11 or refuse may be mounted not less than 12 inches nor more than  
12 90 inches from the ground.

13 (5) The rear license plate on a two-axle livestock trailer may be  
14 mounted 12 inches or more, but not more than 90 inches, from the  
15 ground.

16 (6) (A) The rear license plate on a dump bed motortruck  
17 equipped with a trailing, load bearing swing axle shall be mounted  
18 more than 12 inches, but not more than 107 inches, from the  
19 ground.

20 (B) As used in this section, a trailing, load bearing swing axle  
21 is an axle which can be moved from a raised position to a position  
22 behind the vehicle that allows for the transfer of a portion of the  
23 weight of the vehicle and load to the trailing axle.

24 (b) Temporary license plates shall be replaced with permanent  
25 license plates upon receipt of the permanent license plates, and  
26 the temporary license plates shall be destroyed at that time.

27 (c) A covering shall not be used on license plates except as  
28 follows:

29 (1) The installation of a cover over a lawfully parked vehicle  
30 to protect it from the weather and the elements does not constitute  
31 a violation of this subdivision. A peace officer or other regularly  
32 salaried employee of a public agency designated to enforce laws,  
33 including local ordinances, relating to the parking of vehicles may  
34 temporarily remove so much of the cover as is necessary to inspect  
35 any license plate, tab, or indicia of registration on a vehicle.

36 (2) The installation of a license plate security cover is not a  
37 violation of this subdivision if the device does not obstruct or  
38 impair the recognition of the license plate information, including,  
39 but not limited to, the issuing state, license plate number, and  
40 registration tabs, and the cover is limited to the area directly over

1 the top of the registration tabs. No portion of a license plate security  
2 cover shall rest over the license plate number.

3 (d) A casing, shield, frame, border, shade, tint, product, or other  
4 device that obstructs or impairs the reading or recognition of a  
5 license plate by an electronic device operated by state or local law  
6 enforcement, an electronic device operated in connection with a  
7 toll road, high-occupancy toll lane, toll bridge, or other toll facility,  
8 or a remote emission sensing device, as specified in Sections 44081  
9 and 44081.6 of the Health and Safety Code, shall not be installed  
10 on, or affixed to, a vehicle.

11 (e) (1) It is the intent of the Legislature that an accommodation  
12 be made to persons with disabilities and to those persons who  
13 regularly transport persons with disabilities, to allow the removal  
14 and relocation of wheelchair lifts and wheelchair carriers without  
15 the necessity of removing and reattaching the vehicle's rear license  
16 plate. Therefore, it is not a violation of this section if the reading  
17 or recognition of a rear license plate is obstructed or impaired by  
18 a wheelchair lift or wheelchair carrier and all of the following  
19 requirements are met:

20 (A) The owner of the vehicle has been issued a special  
21 identification license plate pursuant to Section 5007, or the person  
22 using the wheelchair that is carried on the vehicle has been issued  
23 a distinguishing placard under Section 22511.55.

24 (B) (i) The operator of the vehicle displays a decal, designed  
25 and issued by the department, that contains the license plate number  
26 assigned to the vehicle transporting the wheelchair.

27 (ii) The decal is displayed on the rear window of the vehicle,  
28 in a location determined by the department, in consultation with  
29 the Department of the California Highway Patrol, so as to be clearly  
30 visible to law enforcement.

31 (2) Notwithstanding any other law, if a decal is displayed  
32 pursuant to this subdivision, the requirements of this code that  
33 require the illumination of the license plate and the license plate  
34 number do not apply.

35 (3) The department shall adopt regulations governing the  
36 procedures for accepting and approving applications for decals,  
37 and issuing decals, authorized by this subdivision.

38 (4) This subdivision does not apply to a front license plate.

39 (f) This section shall become operative January 1, 2019.

1 SEC. 2. Section 5201.1 of the Vehicle Code is amended to  
2 read:

3 5201.1. (a) A person shall not sell or manufacture a product  
4 or device in this state that obscures, or is intended to obscure, the  
5 reading or recognition of a license plate by visual means, or by an  
6 electronic device as prohibited by subdivision (c) or (d) of Section  
7 5201.

8 (b) A person shall not operate a vehicle with a product or device  
9 that violates subdivision (a).

10 (c) A person shall not erase the reflective coating of, paint over  
11 the reflective coating of, or alter a license plate to avoid visual or  
12 electronic capture of the license plate or its characters.

13 (d) (1) A conviction for a violation of subdivision (a) is  
14 punishable by a fine of ~~two thousand five hundred dollars (\$2,500)~~  
15 *one thousand dollars (\$1,000)* per item sold or manufactured.

16 (2) A conviction for a violation of subdivision (b) or (c) is  
17 punishable by a fine of two hundred fifty dollars (\$250) per  
18 violation.

19 SEC. 3. No reimbursement is required by this act pursuant to  
20 Section 6 of Article XIII B of the California Constitution because  
21 the only costs that may be incurred by a local agency or school  
22 district will be incurred because this act creates a new crime or  
23 infraction, eliminates a crime or infraction, or changes the penalty  
24 for a crime or infraction, within the meaning of Section 17556 of  
25 the Government Code, or changes the definition of a crime within  
26 the meaning of Section 6 of Article XIII B of the California  
27 Constitution.



## Orange County Transportation Authority Legislative Matrix

**2025 State Legislation Session  
July 17, 2025**

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<b>BILLS WITH POSITIONS</b>			
<b>► AB 334 (Petrie-Norris – D)</b> Operators of toll facilities: interoperability programs: vehicle information	Would authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is intended to implement interstate interoperability.	<b>INTRODUCED:</b> 01/28/25 <b>LOCATION:</b> <i>Senate Committees on Transportation and Judiciary</i> <b>LAST AMEND:</b> 06/27/25 <b>HEARING:</b> 07/08/25  <b>STATUS:</b> 06/27/25 <i>In SENATE. Read second time, amended, and re-referred to Committee on the Judiciary</i>	Support (partial list)  Support: Transportation Corridor Agencies (sponsor), Metropolitan Transportation Commission (MTC), Orange County Business Council, San Bernardino County Transportation Authority, Association of California Cities Orange County, Automobile Club of Southern California

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>AB 394</b> <b>(Wilson – D)</b> Public transportation providers.</p>	<p>Expands battery protections to all public transportation employees and clarifies that transit agencies and their legal representatives can seek temporary restraining orders in cases of workplace violence, harassment, or threats.</p>	<p><b>INTRODUCED:</b> 02/03/25 <b>LOCATION:</b> <i>Senate Committee on the Judiciary</i> <b>LAST AMEND:</b> 04/23/25 <b>HEARING:</b> 07/15/25</p> <p><b>STATUS:</b> 07/01/25 <i>In SENATE. Do pass but first re-referred to the Committee on the Judiciary</i></p>	<p>Support (partial list)</p> <p>Support: California Transit Association (CTA) (co-sponsor), California Conference Board of the Amalgamated Transit Union (co-sponsor), California Teamsters Public Affairs Council, California Association for Coordinated Transportation (CALACT)</p> <p>Oppose: ACLU California Action, Los Angeles County Public Defenders Association</p>
<p>► <b>AB 986</b> <b>(Muratsuchi – D)</b> State of emergency and local emergency: landslides and climate change.</p>	<p>Expands the definition of events qualifying for a state or local emergency to include landslides and preexisting conditions exacerbated by climate change.</p>	<p><b>INTRODUCED:</b> 02/21/25 <b>LOCATION:</b> <i>Senate Committee on Governmental Organization</i> <b>LAST AMEND:</b> 05/23/25 <b>HEARING:</b> 07/08/25</p> <p><b>STATUS:</b> 06/18/25 <i>In SENATE. Referred to Committee on Governmental Organization</i></p>	<p>Support</p> <p>Support: City of Rancho Palos Verdes (sponsor), League of California Cities, County Sanitation Districts of Los Angeles County</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<b>AB 1070</b> <b>(Ward – D)</b> Transit districts: governing boards: compensation: nonvoting members	Would require the governing board of a transit district to include two nonvoting members and four alternate nonvoting members. The bill would authorize the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing negotiations with labor organizations.	<b>INTRODUCED:</b> 03/17/25 <b>LOCATION:</b> Assembly - 2 YEAR <b>LAST AMEND:</b> 04/02/25  <b>STATUS:</b> 05/01/25 In ASSEMBLY. Failed deadline pursuant to Rule 61(a)(2). May be acted upon January 2026.	Oppose (partial list)  Oppose: CTA, Los Angeles County Metropolitan Transportation Authority (LA Metro), CALACT, Long Beach Transit, California Special Districts Association,  Support: Move LA, Streets for All, California Teamsters Public Affairs Council
<b>► AB 1085</b> <b>(Stefani – D)</b> License plates: obstruction or alteration.	<i>Would further prohibit a person from installing or affixing a shade or tint that obstructs the reading or recognition of a license plate by an electronic device operated by state or local law enforcement, an electronic device operated in connection with a toll road, high-occupancy toll lane, toll bridge, or other toll facility, or a remote emission sensing device.</i>	<b>INTRODUCED:</b> 02/20/25 <b>LOCATION:</b> Senate Committee on Appropriations <b>LAST AMEND:</b> 06/11/25  <b>STATUS:</b> 07/01/25 In SENATE. Do pass, but first re-referred to Committee on Appropriations	Support (partial list)  Support: Streets for All (Sponsor), MTC, Golden Gate Bridge, Highway & Transportation District, League of California Cities, CalBike, Move LA, Remake Irvine Streets for Everyone, Costa Mesa Alliance for Better Streets

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>SB 71</b> <b>(Wiener – D)</b> California Environmental Quality Act: exemptions: <i>environmental leadership</i> transit projects.</p>	<p>Creates the indefinite extension of existing California Environmental Quality Act exemptions for certain transportation-related projects, including transit operational changes, public transit service improvements, and infrastructure for zero-emission transit vehicles, while mandating that lead agencies determine project eligibility for these exemptions.</p>	<p><b>INTRODUCED:</b> 01/14/25 <b>LOCATION:</b> <i>Assembly Committee on Natural Resources</i> <b>LAST AMEND:</b> 06/30/25 <b>HEARING:</b> 07/07/25</p> <p><b>STATUS:</b> 06/30/25 <i>In SENATE. Re-referred to Committee on Natural Resources</i></p>	<p>Support (partial list)</p> <p>Support: CTA (co-sponsor), SPUR (co-sponsor), Bay Area Council (co-sponsor), LA Metro, MTC</p>
<p>► <b>SB 364</b> <b>(Strickland – R)</b> Outdoor advertising displays: permits: new alignments.</p>	<p>Would streamline the permitting process for outdoor advertising displays along newly aligned highways.</p>	<p><b>INTRODUCED:</b> 02/13/2025 <b>LOCATION:</b> <i>Assembly Committee on Governmental Organization</i> <b>LAST AMEND:</b> 06/30/25 <b>HEARING:</b> 07/09/25</p> <p><b>STATUS:</b> 06/30/25 <i>In ASSEMBLY. Re-referred to Committee on Governmental Organization</i></p>	<p>Support</p> <p>Support: California State Outdoor Advertising Association, League of California Cities, City of Fountain Valley, City of Tustin</p>



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>HEARING:</b> 07/07/25</p> <p><b>STATUS:</b> 06/05/25 In ASSEMBLY. Referred to Committee on Natural Resources</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, <i>County of Orange, Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency</i></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 Committee on Appropriations</p> <p><b>STATUS:</b> 05/23/25 In SENATE. Held in committee and under submission.</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>

## BILLS BEING MONITORED

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

**Introduced:** 12/02/2024 (Spot bill)

**Last Amended:** 03/25/2025

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

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

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

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

**Introduced:** 12/02/2024 (Spot bill)

**Last Amended:** 02/24/2025

**Status:** 06/11/2025 - Referred to Com. on JUD.

**Location:** 06/11/2025 - Senate Judiciary

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

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

**Introduced:** 01/16/2025

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

**Status:** 06/27/2025 - In committee: Hearing postponed by committee.

**Calendar:** 07/15/25 S-JUDICIARY 9:30 a.m. - State Capitol, Room 112 UMBERG, THOMAS, Chair

**Location:** 05/14/2025 - Senate Local Government

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

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

**Introduced:** 01/17/2025

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

**Status:** 06/19/2025 - In committee: Hearing postponed by committee.

**Calendar:** 06/30/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

**Location:** 06/10/2025 - Senate Appropriations

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

**Introduced:** 01/22/2025

**Last Amended:** 06/19/2025

**Status:** 06/26/2025 - In committee: Hearing postponed by committee.

**Location:** 06/18/2025 - Senate Judiciary

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

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

**Introduced:** 01/22/2025

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

**Status:** 06/25/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

**Calendar:** 07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

07/15/25 S-JUDICIARY 9:30 a.m. - State Capitol, Room 112 UMBERG, THOMAS, Chair

**Location:** 06/18/2025 - Senate Transportation

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

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

**Introduced:** 01/28/2025

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

**Status:** 06/25/2025 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 4. Noes 1.) (June 25). Re-referred to Com. on JUD.

**Calendar:** 07/15/25 S-JUDICIARY 9:30 a.m. - State Capitol, Room 112 UMBERG, THOMAS, Chair

**Location:** 06/25/2025 - Senate Judiciary

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

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

**Introduced:** 01/30/2025

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

**Location:** 02/18/2025 - Assembly Elections

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

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

**Introduced:** 01/30/2025

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

**Status:** 06/18/2025 - Referred to Coms. on N.R. & W. and HOUSING.

**Calendar:** 07/08/25 S-NATURAL RESOURCES AND WATER 9 a.m. - State Capitol, Room 112 LIMÓN, MONIQUE, Chair

**Location:** 06/18/2025 - Senate Natural Resources and Water

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

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

**Introduced:** 02/03/2025

**Last Amended:** 03/12/2025

**Status:** 06/17/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 12. Noes 0.) (June 17). Re-referred to Com. on APPR.

**Location:** 06/17/2025 - Senate Appropriations

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

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

**Introduced:** 02/03/2025

**Last Amended:** 06/26/2025

**Status:** 06/26/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

**Calendar:** 07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 06/11/2025 - Senate Transportation

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

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

**Introduced:** 02/03/2025

**Last Amended:** 05/20/2025

**Status:** 06/19/2025 - In committee: Hearing postponed by committee.

**Location:** 06/10/2025 - Senate Appropriations

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

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

**Introduced:** 02/04/2025

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

**Status:** 06/25/2025 - Read second time and amended. Re-referred to Com. on APPR.

**Calendar:** 07/07/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

**Location:** 06/24/2025 - Senate Appropriations

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

**AB 406 (Schiavo, D) Employment: unlawful discrimination: victims of violence.**

**Introduced:** 02/04/2025

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

**Status:** 06/27/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L., P.E. & R.

**Calendar:** 07/09/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

07/15/25 S-JUDICIARY 9:30 a.m. - State Capitol, Room 112 UMBERG, THOMAS, Chair

**Location:** 06/25/2025 - Senate L., P.E. & R.

**Summary:** The California Fair Employment and Housing Act establishes the Civil Rights Department within the Business, Consumer Services, and Housing Agency, under the direction of the Director of Civil Rights, to enforce civil rights laws with respect to housing and employment and to protect and safeguard the right of all persons to obtain and hold employment without discrimination based on specified characteristics or status. Current law prescribes various functions, duties, and powers of the department, including, among others, to bring prescribed civil actions for violations of specified federal civil rights and antidiscrimination laws. Prior law, until January 1, 2025, authorized an employee who was discriminated or retaliated against for exercising certain rights to file a complaint with the Division of Labor Standards Enforcement in accordance with specified Labor Code provisions. These employee rights include, among other things, the right to take time off work to serve on a trial or to obtain specified crime-related relief. Current law, as of January 1, 2025, transferred the authority to enforce these discrimination provisions from the Division of Labor Standards Enforcement to the Civil Rights Department. Current law also repealed the above-described Labor Code provisions and added new enforcement provisions to the California Fair Employment and Housing Act within the Government Code. Among other changes, these provisions refer to a "qualifying act of violence," as defined, instead of crime, or crime or abuse, for purposes of obtaining relief. Current law further prohibits an employer with 25 or more employees from discharging or in any manner discriminating or retaliating against an employee who is a victim or who has a family member who is a victim for taking time off work for any of a number of additional prescribed purposes relating to a qualifying act of violence, as defined. Current law requires an employee, as a condition of taking time off, to provide the employer with reasonable advance notice, unless not feasible, in accordance with certain procedural requirements. This bill would reinstate the above-described former Labor Code provisions, to apply only to alleged actions or inactions occurring on or before December 31, 2024.

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

**Introduced:** 02/06/2025

**Status:** 06/24/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/30/25 #59 S-ASSEMBLY BILLS - THIRD READING FILE

**Location:** 06/24/2025 - Senate THIRD READING

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

**AB 440 (Ramos, D) Suicide prevention.**

**Introduced:** 02/06/2025

**Last Amended:** 04/10/2025

**Status:** 06/26/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 11. Noes 0.) (June 25). Re-referred to Com. on APPR.

**Location:** 06/26/2025 - Senate Appropriations

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

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

**Introduced:** 02/06/2025

**Status:** 06/11/2025 - Referred to Com. on E., U & C.

**Calendar:** 07/01/25 S-ENERGY, UTILITIES AND COMMUNICATIONS 9 a.m. - 1021 O Street, Room 1200 BECKER, JOSH, Chair

**Location:** 06/11/2025 - Senate Energy, Utilities and Communications

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



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

**Introduced:** 02/06/2025

**Last Amended:** 05/13/2025

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

**Calendar:** 07/08/25 S-NATURAL RESOURCES AND WATER 9 a.m. - State Capitol, Room 112 LIMÓN, MONIQUE, Chair

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

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

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

**Introduced:** 02/11/2025

**Last Amended:** 03/24/2025

**Status:** 06/19/2025 - In committee: Hearing postponed by committee.

**Location:** 06/10/2025 - Senate Appropriations

**Summary:** Current law requires a bicycle operated during darkness on a highway, sidewalk, or bikeway to be equipped with, among other things, a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. Current law defines "bicycle" for these purposes to, among other things, include an electric bicycle. Current law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power and categorizes electric bicycles into 3 classes. A violation of the provisions relating to the requirements for equipping a bicycle or an electric bicycle is punishable as an infraction. This bill would require an electric bicycle during all hours to be equipped with a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.

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

**Introduced:** 02/11/2025

**Last Amended:** 03/24/2025

**Status:** 06/19/2025 - In committee: Hearing postponed by committee.

**Location:** 06/10/2025 - Senate Appropriations

**Summary:** Current law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a "class 1 electric bicycle" is a bicycle equipped with a motor that, among other things, provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a "class 2 electric bicycle" is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that, in pertinent part, provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person from selling a product or device that can modify the speed capability of an electric bicycle so that it no longer meets the definition of an electric bicycle. This bill would also prohibit a person from selling an application that can modify the speed capability of an electric bicycle.

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

**Introduced:** 02/13/2025

**Last Amended:** 06/12/2025

**Status:** 06/24/2025 - Read second time. Ordered to third reading.

**Calendar:** 06/30/25 #61 S-ASSEMBLY BILLS - THIRD READING FILE

**Location:** 06/24/2025 - Senate THIRD READING

**Summary:** Until February 3, 2025, current regulations promulgated by the Occupational Safety and Health Standards Board, in all areas of employment except as specified, prohibit an employer from preventing any employee from wearing a face covering, including a respirator, as specified, unless it would create a safety hazard. Current regulations define various terms for purposes of this prohibition. This bill would prohibit an employer from preventing any employee from wearing a face covering, including a respirator, unless it would create a safety hazard. Notwithstanding that provision, the bill would authorize an employer, for identification purposes, to ask any person on the worksite to momentarily remove their face covering, as provided. Consistent with the above-referenced regulations, the bill would define terms for purposes of these provisions. Because a violation of the above-described prohibition constitutes a crime, this bill would impose a state-mandated local program.

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

**Introduced:** 02/14/2025

**Last Amended:** 05/06/2025

**Status:** 06/18/2025 - Referred to Com. on N.R. & W.

**Calendar:** 07/08/25 S-NATURAL RESOURCES AND WATER 9 a.m. - State Capitol, Room 112 LIMÓN, MONIQUE, Chair

**Location:** 06/18/2025 - Senate Natural Resources and Water

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

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

**Introduced:** 02/14/2025

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

**Status:** 06/18/2025 - Referred to Coms. on L. GOV. and E. & C.A.

**Calendar:** 07/02/25 S-LOCAL GOVERNMENT 9:30 a.m. - State Capitol, Room 113 DURAZO, MARÍA ELENA, Chair

07/15/25 S-ELECTIONS AND CONSTITUTIONAL AMENDMENTS 9:30 a.m. - 1021 O Street, Room 2100 CERVANTES, SABRINA, Chair

**Location:** 06/18/2025 - Senate Local Government

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

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

**Introduced:** 02/18/2025

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

**Status:** 06/11/2025 - Referred to Coms. on E., U & C. and N.R. & W.

**Calendar:** 07/01/25 S-ENERGY, UTILITIES AND COMMUNICATIONS 9 a.m. - 1021 O Street, Room 1200 BECKER, JOSH, Chair

07/08/25 S-NATURAL RESOURCES AND WATER 9 a.m. - State Capitol, Room 112 LIMÓN, MONIQUE, Chair

**Location:** 06/11/2025 - Senate Energy, Utilities and Communications

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

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

**Introduced:** 02/18/2025

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

**Status:** 06/27/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.

**Calendar:** 07/09/25 S-LOCAL GOVERNMENT 9:30 a.m. - State Capitol, Room 113 DURAZO, MARÍA ELENA, Chair

**Location:** 06/18/2025 - Senate Local Government

**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.

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

**Introduced:** 02/19/2025

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

**Status:** 06/18/2025 - Referred to Com. on TRANS.

**Calendar:** 07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 06/18/2025 - Senate Transportation

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

**AB 875 (Muratsuchi, D) Vehicle removal.**

**Introduced:** 02/19/2025

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

**Status:** 06/25/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

**Calendar:** 07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 06/24/2025 - Senate Transportation

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

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

**Introduced:** 02/19/2025

**Status:** 06/12/2025 - In committee: Set, second hearing. Hearing canceled at the request of author.

**Calendar:** 07/09/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

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

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

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

**Introduced:** 02/19/2025

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

**Status:** 06/25/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

**Calendar:** 07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 06/18/2025 - Senate Transportation

**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:** 05/23/2025

**Status:** 06/25/2025 - From committee: Do pass and re-refer to Com. on N.R. & W. (Ayes 12. Noes 2.) (June 24). Re-referred to Com. on N.R. & W.

**Calendar:** 07/08/25 S-NATURAL RESOURCES AND WATER 9 a.m. - State Capitol, Room 112 LIMÓN, MONIQUE, Chair

**Location:** 06/24/2025 - Senate Natural Resources and Water

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

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

**Introduced:** 02/19/2025

**Status:** 06/11/2025 - Referred to Coms. on E.Q. and TRANS.

**Calendar:** 07/02/25 S-ENVIRONMENTAL QUALITY 9 a.m. - State Capitol, Room 112 BLAKESPEAR, CATHERINE, Chair

07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 06/11/2025 - Senate Environmental Quality

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

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

**Introduced:** 02/19/2025

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

**Status:** 06/05/2025 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/2/2025)(May be acted upon Jan 2026)

**Location:** 06/05/2025 - Assembly 2 YEAR

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

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

**Introduced:** 02/19/2025

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

**Location:** 03/10/2025 - Assembly Transportation

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

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

**Introduced:** 02/20/2025

**Status:** 06/11/2025 - Referred to Com. on TRANS.

**Calendar:** 07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 06/11/2025 - Senate Transportation

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

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

**Introduced:** 02/20/2025

**Status:** 06/19/2025 - In committee: Hearing postponed by committee.

**Calendar:** 07/09/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

**Location:** 06/11/2025 - Senate L., P.E. & R.

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

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

**Introduced:** 02/20/2025

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

**Status:** 06/25/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (June 24). Re-referred to Com. on APPR.

**Calendar:** 07/07/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

**Location:** 06/24/2025 - Senate Appropriations

**Summary:** Current law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a "class 1 electric bicycle" is a bicycle equipped with a motor that, among other things, provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a "class 2 electric bicycle" is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that, in pertinent part, provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person under 16 years of age from operating a class 3 electric bicycle. A violation of this provision is punishable as an infraction. This bill would prohibit a person from selling a class 3 electric bicycle to a person under 16 years of age and would make a violation of that prohibition an infraction punishable by a fine not to exceed \$250.



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

**Introduced:** 02/20/2025

**Last Amended:** 07/01/2025

**Status:** 06/23/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.

**Calendar:** 07/07/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

**Location:** 06/10/2025 - Senate Appropriations

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

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

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

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

**Status:** 06/24/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (June 24). Re-referred to Com. on APPR.

**Calendar:** 07/07/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

**Location:** 06/24/2025 - Senate Appropriations

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

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

**Introduced:** 02/20/2025

**Last Amended:** 04/08/2025

**Status:** 06/25/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 1.) (June 24). Re-referred to Com. on APPR.

**Calendar:** 07/07/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

**Location:** 06/24/2025 - Senate Appropriations

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

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

**Introduced:** 02/20/2025

**Last Amended:** 05/01/2025

**Status:** 06/26/2025 - In committee: Hearing postponed by committee.

**Calendar:** 07/15/25 S-JUDICIARY 9:30 a.m. - State Capitol, Room 112 UMBERG, THOMAS, Chair

**Location:** 06/11/2025 - Senate Judiciary

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

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

**Introduced:** 02/20/2025

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

**Location:** 03/10/2025 - Assembly Transportation

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

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

**Introduced:** 02/20/2025

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

**Status:** 06/18/2025 - Referred to Com. on L., P.E. & R.

**Calendar:** 07/09/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

**Location:** 06/18/2025 - Senate L., P.E. & R.

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

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

**Introduced:** 02/20/2025

**Last Amended:** 06/12/2025

**Status:** 06/26/2025 - Read second time. Ordered to Consent Calendar.

**Calendar:** 06/30/25 #90 S-CONSENT CALENDAR SECOND LEGISLATIVE DAY

**Location:** 06/24/2025 - Senate CONSENT CALENDAR

**Summary:** Current law provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and a public agency identification, such as "Police." This bill would include in the exemption of an authorized emergency vehicle exempt from the payment of a toll or charge a vehicle displaying an exempt license plate and "Ambulance."

**AB 1136 (Ortega, D) Employment: immigration and work authorization.**

**Introduced:** 02/20/2025

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

**Status:** 06/25/2025 - Re-referred to Coms. on L., P.E. & R. and JUD.

**Calendar:** 07/09/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

07/15/25 S-JUDICIARY 9:30 a.m. - State Capitol, Room 112 UMBERG, THOMAS, Chair

**Location:** 06/25/2025 - Senate L., P.E. & R.

**Summary:** The California Fair Employment and Housing Act prohibits various forms of employment and housing discrimination, including various types of discrimination because of national origin. Current law empowers the Civil Rights Department to investigate and prosecute complaints alleging unlawful practices. Current labor law also prohibits an employer or other person or entity from engaging in, or to directing another person or entity to engage in, unfair immigration-related practices against a person for exercising specified rights. Current law defines unfair immigration-related practices for these purposes. Current law additionally makes it unlawful for an employer to request more or different immigration documents than are required under federal law, to refuse to honor documents tendered that reasonably appear to be genuine, and to take other related actions concerning employee work authorization documents. Current law authorizes an applicant for employment or an employee who is subject to an unlawful act that is prohibited by these provisions, or a representative of that applicant for employment or employee, to file a complaint with the Division of Labor Standards Enforcement. Current law establishes specified civil penalties for a violation of these provisions. This bill would require each employee, upon request, to be released by their employer for up to 5 unpaid working days in order to attend United States Citizenship and Immigration Services proceedings and related matters for the employee, as specified. The bill would also require a postintroductory employee who is not authorized to work in the United States and whose employment has been terminated to be immediately reinstated to their former classification without loss in seniority, subject to producing proper work authorization, as prescribed. The bill would also require an employer, if the employee needs additional time, to rehire the employee into the next available opening in the employee's former classification, as a new hire without retaining seniority, subject to meeting certain conditions. The bill would prohibit each public or private employer from disciplining, discharging, or discriminating against an employee because of national origin or immigration status, or because the employee is subject to immigration or deportation proceedings, except as required to comply with the law. The bill would prohibit an employee subject to immigration or deportation proceedings from being discharged solely because of those proceedings, so long as the employee is authorized to work in the United States.

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

**Introduced:** 02/20/2025

**Status:** 06/25/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (June 24). Re-referred to Com. on APPR.

**Calendar:** 07/07/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

**Location:** 06/24/2025 - Senate Appropriations

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

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

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

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

**Status:** 06/18/2025 - Referred to Com. on TRANS.

**Calendar:** 07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 06/18/2025 - Senate Transportation

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

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

**Introduced:** 02/21/2025 (Spot bill)

**Last Amended:** 04/30/2025

**Status:** 06/25/2025 - From committee: Do pass and re-refer to Com. on REV. & TAX. (Ayes 11. Noes 3.) (June 24). Re-referred to Com. on REV. & TAX.

**Calendar:** 07/09/25 S-REVENUE AND TAXATION 9:30 a.m. - 1021 O Street, Room 1200 MCNERNEY, JERRY, Chair

**Location:** 06/24/2025 - Senate Revenue and Taxation

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

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

**Introduced:** 02/21/2025

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

**Status:** 06/02/2025 - Withdrawn from committee. Re-referred to Coms. on B. P. & E.D. and TRANS.

**Location:** 06/02/2025 - Senate Business, Professions and Economic Development

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

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

**Introduced:** 02/21/2025

**Last Amended:** 04/10/2025

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

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

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

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

**Introduced:** 02/21/2025

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

**Status:** 06/11/2025 - Referred to Coms. on E.Q. and HOUSING.

**Calendar:** 07/02/25 S-ENVIRONMENTAL QUALITY 9 a.m. - State Capitol, Room 112 BLAKESPEAR, CATHERINE, Chair

**Location:** 06/11/2025 - 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. Under current law, the Transit-Oriented Development Implementation Program is administered by the Department of Housing and Community Development to provide local assistance to developers for the purpose of developing higher density uses within close proximity to transit stations as provided. Current law establishes the Transit-Oriented Development Implementation Fund and, to the extent funds are available, requires the department to make loans for the development and construction of housing development projects within close proximity to a transit station that meet specified criteria. This bill would authorize a project, to the extent that the project is required to mitigate transportation impacts under CEQA, to satisfy the mitigation requirement by electing to contribute an amount of money, at a price per vehicle mile traveled, as determined by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for the purposes of the Transit-Oriented Development Implementation Program, as provided. The bill would require the office, on or before July 1, 2029, and at least once every 3 years thereafter, to update the price per vehicle mile traveled based on specified factors. The bill would require, upon appropriation by the Legislature, the contributions to be available to the department to fund developments located in the same region, as defined, with preference given to specified projects. The bill would require the department to, for each award, confirm the estimated reduction in vehicle miles traveled, as provided, and would require the department to post specified information on its internet website.

**AB 1250 (Papan, D) Transit operators: paratransit: recertification of eligibility.**

**Introduced:** 02/21/2025

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

**Status:** 06/04/2025 - Referred to Com. on TRANS.

**Calendar:** 07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 06/04/2025 - Senate Transportation

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

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

**Introduced:** 02/21/2025

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

**Location:** 03/10/2025 - Assembly Transportation

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

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

**Introduced:** 02/21/2025 (Spot bill)

**Last Amended:** 04/24/2025

**Status:** 06/04/2025 - Referred to Com. on HOUSING.

**Calendar:** 07/01/25 S-HOUSING 1:30 p.m. - State Capitol, Room 112 WAHAB, AISHA, Chair

**Location:** 06/04/2025 - Senate Housing

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

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

**Introduced:** 02/21/2025 (Spot bill)

**Last Amended:** 04/10/2025

**Status:** 06/18/2025 - Referred to Com. on E. & C.A.

**Calendar:** 07/01/25 S-ELECTIONS AND CONSTITUTIONAL AMENDMENTS 9:30 a.m. - 1021 O Street, Room 2100 CERVANTES, SABRINA, Chair

**Location:** 06/18/2025 - Senate Elections and Constitutional Amendments

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

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

**Introduced:** 02/21/2025

**Last Amended:** 04/03/2025

**Status:** 06/19/2025 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 8. Noes 0.) (June 18). Re-referred to Com. on JUD.

**Location:** 06/18/2025 - Senate Judiciary

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



**AB 1331 (Elhawary, D) Workplace surveillance.**

**Introduced:** 02/21/2025

**Last Amended:** 06/19/2025

**Status:** 06/25/2025 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 4. Noes 1.) (June 25). Re-referred to Com. on JUD.

**Calendar:** 07/15/25 S-JUDICIARY 9:30 a.m. - State Capitol, Room 112 UMBERG, THOMAS, Chair

**Location:** 06/25/2025 - Senate Judiciary

**Summary:** Current law authorizes the Division of Labor Standards Enforcement, 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 during off-duty hours, as specified.

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

**Introduced:** 02/21/2025

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

**Status:** 06/11/2025 - Referred to Com. on JUD.

**Calendar:** 07/15/25 S-JUDICIARY 9:30 a.m. - State Capitol, Room 112 UMBERG, THOMAS, Chair

**Location:** 06/11/2025 - Senate Judiciary

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

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

**Introduced:** 02/21/2025

**Last Amended:** 06/19/2025

**Status:** 06/25/2025 - From committee: Do pass and re-refer to Com. on TRANS. (Ayes 4. Noes 1.) (June 25). Re-referred to Com. on TRANS.

**Calendar:** 07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 06/25/2025 - Senate Transportation

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

**AB 1423 (Irwin, D) Transportation electrification: electric vehicle charging stations: payment methods: uptime: regulations: violations.**

**Introduced:** 02/21/2025

**Last Amended:** 06/26/2025

**Status:** 06/26/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E., U & C.

**Calendar:** 07/07/25 S-ENERGY, UTILITIES AND COMMUNICATIONS 3 p.m. or upon adjournment of Session - 1021 O Street, Room 1200 BECKER, JOSH, Chair

07/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 06/11/2025 - Senate Energy, Utilities and Communications

**Summary:** Current law prohibits requiring a person desiring to use an electric vehicle charging station, as defined, that requires payment of a fee from paying a subscription fee in order to use the station, or requiring the person to obtain membership in any club, association, or organization as a condition of using the station. This bill would instead expressly apply that prohibition to direct current fast charging stations and level 1 and 2 charging stations, as provided.

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

**Introduced:** 02/13/2025

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

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

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

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

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

**Introduced:** 03/26/2025

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

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

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

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

**Introduced:** 04/22/2025

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

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

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

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

**Introduced:** 12/02/2024

**Last Amended:** 03/12/2025

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

**Location:** 01/29/2025 - Senate Environmental Quality

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024, or as subsequently adopted, as specified. This bill would declare that it is to take effect immediately as an urgency statute.

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

**Introduced:** 12/02/2024 (Spot bill)

**Last Amended:** 06/19/2025

**Status:** 06/26/2025 - From committee: Do pass and re-refer to Com. on P. & C.P. (Ayes 5. Noes 0.)  
(June 25). Re-referred to Com. on P. & C.P.

**Calendar:** 07/08/25 A-PRIVACY AND CONSUMER PROTECTION 1:30 p.m. - State Capitol, Room 437  
BAUER-KAHAN, REBECCA, Chair

**Location:** 06/26/2025 - Assembly Privacy and Consumer Protection

**Summary:** Current law requires the Department of Technology to conduct, in coordination with other interagency bodies as it deems appropriate, a comprehensive inventory of all high-risk automated decision systems (ADS) that have been proposed for use, development, or procurement by, or are being used, developed, or procured by, any state agency. This bill would require an employer to provide a written notice that an ADS, for the purpose of making employment-related decisions, not including hiring, is in use at the workplace to all workers that will be directly affected by the ADS, as specified. The bill would require the employer to maintain an updated list of all ADS currently in use and would require the notice to include the list. The bill would require an employer to notify, as provided, a job applicant that the employer utilizes an ADS in hiring decisions. The bill would prohibit an employer from using an ADS that does certain functions and would limit the purposes and manner in which an ADS may be used to make decisions. The bill would require an employer to allow a worker to access data collected or used by an ADS and to correct errors in data, as specified.

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

**Introduced:** 12/02/2024

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

**Status:** 06/27/2025 - July 14 hearing postponed by committee.

**Location:** 06/09/2025 - Assembly Transportation

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

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

**Introduced:** 12/02/2024 (Spot bill)

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

**Status:** 06/26/2025 - July 7 hearing postponed by committee.

**Calendar:** 07/14/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 06/05/2025 - Assembly Transportation

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

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

**Introduced:** 12/02/2024

**Last Amended:** 04/30/2025

**Status:** 06/09/2025 - Referred to Coms. on NAT. RES. and TRANS.

**Calendar:** 07/07/25 A-NATURAL RESOURCES 2:30 p.m. - State Capitol, Room 437 BRYAN, ISAAC, Chair

**Location:** 06/09/2025 - Assembly Natural Resources

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

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

**Introduced:** 01/09/2025 (Spot bill)

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

**Status:** 06/09/2025 - Referred to Coms. on TRANS. and REV. & TAX.

**Calendar:** 07/07/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 06/09/2025 - Assembly Transportation

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

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

**Introduced:** 01/15/2025

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

**Status:** 06/18/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 10. Noes 0.) (June 18). Re-referred to Com. on APPR.

**Calendar:** 07/02/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

**Location:** 06/18/2025 - Assembly Appropriations

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

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

**Introduced:** 01/15/2025

**Last Amended:** 04/02/2025

**Status:** 06/05/2025 - Referred to Com. on TRANS.

**Calendar:** 07/07/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 06/05/2025 - Assembly Transportation

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

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

**Introduced:** 01/23/2025

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

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

**Location:** 04/03/2025 - Senate Environmental Quality

**Summary:** The California Global Warming Solutions Act of 2006 authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes, as specified. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, and until December 31, 2030, would require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the Motor Vehicle Fuel Account.

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

**Introduced:** 01/27/2025

**Last Amended:** 03/28/2025

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

**Location:** 02/05/2025 - Senate Judiciary

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

**SB 232 (Sevarto, R) California Environmental Quality Act: guidelines: study.**

**Introduced:** 01/28/2025

**Last Amended:** 03/20/2025

**Status:** 05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/7/2025)(May be acted upon Jan 2026)

**Location:** 05/23/2025 - Senate 2 YEAR

**Summary:** The California Environmental Quality Act (CEQA) requires the Office of Land Use and Climate Innovation, formerly named the Office of Planning and Research, to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. The CEQA guidelines require a lead agency, immediately after deciding that an environmental impact report is required for a project, to send a notice of preparation stating that an environmental impact report will be prepared to the office and each responsible and trustee agency, as specified. This bill would require the office to conduct a study to, among other things, evaluate how locked-in guidelines could impact regulatory certainty for future project proponents, lead agencies, and stakeholders and assess how locked-in guidelines could affect the speed and efficiency of the environmental review process pursuant to CEQA. The bill would define "locked-in guidelines" as CEQA guidelines, that are in effect at the time of the first issuance of the notice of preparation for a project, that apply to the project throughout the course of the environmental review process pursuant to CEQA, regardless of changes in the guidelines that occur after the first issuance of the notice of preparation. The bill would require, on or before January 1, 2027, the office to submit a report to the Governor and the Legislature on the study. The bill would repeal these provisions on January 1, 2028.

**SB 237 (Grayson, D) Air pollution: gasoline: one stop shop permitting.**

**Introduced:** 01/29/2025

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

**Status:** 06/27/2025 - Re-referred to Coms. on U. & E. and NAT. RES. pursuant to Assembly Rule 96.

**Location:** 06/27/2025 - Assembly Utilities and Energy

**Summary:** Current law authorizes the State Air Resources Board (state board) to adopt and implement motor vehicle fuel specifications for the control of air contaminants and sources of air pollution. Current law requires the state board to establish, by regulation, maximum standards for the volatility of gasoline, as provided. Pursuant to these authorizations, the state board has adopted the California Reformulated Gasoline regulations establishing California-specific gasoline specifications for various regions of the state at specified time periods. This bill would require the State Energy Resources Conservation and Development Commission (Energy Commission), in conjunction with the state board, to conduct outreach to the western states to explore the development of a gasoline specification that could be used in a western region, including California, as an alternative to the California-specific specification established by the state board regulations to stabilize the petroleum market and petroleum prices in the western region. The bill would require the commission, by July 1, 2026, to report to the Governor and the Legislature on alternative specifications for gasoline and an assessment of the costs and benefits of each alternative specification included in the report, as provided. The bill would require the state board, on or before January 1, 2027, to adopt and enforce amendments to the state board's regulations on gasoline specifications to transition to those alternative specifications recommended in the report. This bill would further require that any regulation adopted by the state board or the Energy Commission that affects retail transportation fuel prices be subject to a standardized regulatory impact analysis. The bill would require the Department of Finance and the Legislative Analyst's Office to review the analysis and submit to the Joint Legislative Budget Committee an independent assessment of its accuracy.

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

**Introduced:** 01/30/2025

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

**Status:** 06/05/2025 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/3/2025)(May be acted upon Jan 2026)

**Location:** 06/05/2025 - 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. 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 262 (Wahab, D) Housing element: prohousing designations: prohousing local policies.**

**Introduced:** 02/03/2025

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

**Status:** 06/09/2025 - Referred to Coms. on H. & C.D. and L. GOV.

**Calendar:** 07/02/25 A-HOUSING AND COMMUNITY DEVELOPMENT 9:30 a.m. - State Capitol, Room 437 HANEY, MATT, Chair

**Location:** 06/09/2025 - Assembly Housing and Community Development

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



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

**Introduced:** 02/04/2025

**Last Amended:** 03/18/2025

**Status:** 06/23/2025 - From consent calendar on motion of Assembly Member Aguiar-Curry. Ordered to third reading.

**Calendar:** 06/30/25 #20 A-THIRD READING FILE - SENATE BILLS

**Location:** 06/23/2025 - Assembly THIRD READING

**Summary:** Would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program. The bill would require the district, on or before January 1, 2030, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. The pilot program would be repealed on January 1, 2032. This bill would make legislative findings and declarations as to the necessity of a special statute for the San Mateo County Transit District.

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

**Introduced:** 02/05/2025

**Last Amended:** 04/10/2025

**Status:** 06/05/2025 - Referred to Com. on ELECTIONS.

**Calendar:** 07/02/25 A-ELECTIONS 9:30 a.m. - State Capitol, Room 444 PELLERIN, GAIL, Chair

**Location:** 06/05/2025 - Assembly Elections

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

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

**Introduced:** 02/12/2025

**Last Amended:** 05/27/2025

**Status:** 06/09/2025 - Referred to Com. on L. GOV.

**Calendar:** 07/02/25 A-LOCAL GOVERNMENT 1:30 p.m. - State Capitol, Room 447 CARRILLO, JUAN, Chair

**Location:** 06/09/2025 - Assembly Local Government

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

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

**Introduced:** 02/13/2025

**Last Amended:** 06/26/2025

**Status:** 06/26/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on REV. & TAX.

**Location:** 06/26/2025 - Assembly Revenue and Taxation

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

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

**Introduced:** 02/13/2025

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

**Status:** 06/05/2025 - Referred to Com. on G.O.

**Calendar:** 07/09/25 A-GOVERNMENTAL ORGANIZATION 1:30 p.m. - 1021 O Street, Room 1100 RUBIO, BLANCA, Chair

**Location:** 06/05/2025 - 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 authorizes the Director of Transportation to adopt regulations for the enforcement of the act. Pursuant to that authority, current regulations only require the Department of Transportation to process an application for placing a new advertising display along a new alignment of an interstate or primary highway if the application is accepted on or after the date that the department accepts the highway project for the new alignment as complete. This bill would prohibit the department from denying or delaying the approval of a permit application for a new advertising display along a portion of a new alignment of an interstate or primary highway on the basis that the highway project has not been accepted as complete if the portion of highway is open to the use of the public for vehicular travel.

*SB 400 (Cortese), which pertained to the Road Maintenance and Rehabilitation Account, was amended to pertain elective compensation, therefore it has been removed from the matrix.*

**SB 419 (Caballero, D) Hydrogen fuel.**

**Introduced:** 02/18/2025

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

**Status:** 06/23/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on REV. & TAX.

**Calendar:** 06/30/25 A-REVENUE AND TAXATION Upon adjournment of Session - State Capitol, Room 126 GIPSON, MIKE, Chair

**Location:** 06/09/2025 - Assembly Revenue and Taxation

**Summary:** Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill would, on and after July 1, 2026, provide an exemption from the taxes imposed by the Sales and Use Tax Law for the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, hydrogen fuel, as defined.

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

**Introduced:** 02/18/2025

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

**Status:** 06/17/2025 - June 17 set for first hearing canceled at the request of author.

**Calendar:** 07/01/25 A-PUBLIC SAFETY 9 a.m. - State Capitol, Room 126 SCHULTZ, NICK, Chair

**Location:** 06/09/2025 - Assembly Public Safety

**Summary:** Existing law defines an assault as an unlawful attempt, coupled with present ability, to commit a violent injury upon the person of another. Existing law defines a battery as any willful and unlawful use of force or violence upon the person of another. Under existing law, an assault or battery committed against specified professionals engaged in the performance of their duties, including peace officers, firefighters, and emergency medical personnel, is punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. This bill would make an assault or battery committed against an employee of a public utility or other worker engaged in essential infrastructure work, as defined, punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of these crimes, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

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

**Introduced:** 02/18/2025

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

**Status:** 06/25/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (June 25). Re-referred to Com. on APPR.

**Calendar:** 07/02/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

**Location:** 06/25/2025 - Assembly Appropriations

**Summary:** The Joint Exercise of Powers Act generally authorizes 2 or more public agencies, by agreement, to jointly exercise any common power, which may include hiring employees and establishing retirement systems. Current law authorizes a joint powers authority formed by the Cities of Brea and Fullerton, and a joint powers authority formed by the Belmont Fire Protection District, the Estero Municipal Improvement District, and the City of San Mateo, on or after January 1, 2013, to provide their employees the defined benefit plan or formula that those employees received from their respective employers prior to the exercise of a common power, to which the employee is associated, by the joint powers authority to any employee of specified cities and districts who is not a new member and subsequently is employed by the joint powers authority within 180 days of the city or agency providing for the exercise of a common power, to which the employee was associated, by the joint powers authority. This bill would authorize the Pajaro Regional Flood Management Agency, a joint powers authority, to provide a defined benefit plan or formula to an employee of a member agency of the joint powers authority or of another public agency, as defined, who is not a new member and who is subsequently employed by the joint powers authority within 180 days of the effective date of the retirement plan contract amendment. The bill would authorize the Pajaro Regional Flood Management Agency, on or before April 1, 2026, to select a defined benefit plan or formula offered by one of its member agencies prior to the exercise of a common power which the member agency offered to its employees on December 31, 2012, and designate that formula for its employees, as described above. The bill would provide that it would not exempt a new employee or a new member from the requirements of the California Public Employees' Pension Reform Act of 2013 (PEPRA).

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

**Introduced:** 02/18/2025

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

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

**Location:** 05/28/2025 - Assembly DESK

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

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

**Introduced:** 02/19/2025

**Last Amended:** 05/01/2025

**Status:** 06/26/2025 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 7. Noes 0.) (June 25). Re-referred to Com. on JUD.

**Calendar:** 07/08/25 A-JUDICIARY 9 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

**Location:** 06/26/2025 - Assembly Judiciary

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

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

**Introduced:** 02/19/2025

**Last Amended:** 04/10/2025

**Status:** 06/09/2025 - Referred to Com. on G.O.

**Calendar:** 07/09/25 A-GOVERNMENTAL ORGANIZATION 1:30 p.m. - 1021 O Street, Room 1100 RUBIO, BLANCA, Chair

**Location:** 06/09/2025 - Assembly Governmental Organization

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

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

**Introduced:** 02/19/2025

**Last Amended:** 04/28/2025

**Status:** 06/18/2025 - From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 11. Noes 0.) (June 18). Re-referred to Com. on NAT. RES.

**Location:** 06/18/2025 - Assembly Natural Resources

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

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

**Introduced:** 02/19/2025

**Last Amended:** 06/05/2025

**Status:** 06/05/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

**Calendar:** 07/14/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 05/12/2025 - Assembly Transportation

**Summary:** Current law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley that meets the goals and objectives of the community, as specified. Current law requires the authority's governing board to be composed of 15 representatives. The bill would replace the Mountain House Community Services District with the City of Mountain House on the authority's governing board.

**SB 513 (Durazo, D) Personnel records.**

**Introduced:** 02/19/2025

**Last Amended:** 05/06/2025

**Status:** 06/05/2025 - Referred to Com. on L. & E.

**Calendar:** 07/09/25 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

**Location:** 06/05/2025 - Assembly Labor and Employment

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

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

**Introduced:** 02/19/2025

**Last Amended:** 04/24/2025

**Status:** 06/25/2025 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 7. Noes 0.) (June 25). Re-referred to Com. on APPR.

**Calendar:** 07/02/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

**Location:** 06/25/2025 - Assembly Appropriations

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

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

**Introduced:** 02/20/2025

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

**Status:** 06/16/2025 - Referred to Com. on NAT. RES.

**Location:** 06/16/2025 - Assembly Natural Resources

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

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

**Introduced:** 02/20/2025

**Status:** 06/25/2025 - June 25 set for first hearing canceled at the request of author.

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

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

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

**Introduced:** 02/20/2025

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

**Status:** 06/27/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

**Calendar:** 07/07/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 06/09/2025 - Assembly Transportation

**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:** 06/25/2025 - July 2 set for first hearing canceled at the request of author.

**Calendar:** 07/16/25 A-LOCAL GOVERNMENT 1:30 p.m. - State Capitol, Room 447 CARRILLO, JUAN, Chair

**Location:** 06/05/2025 - Assembly Local Government

**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:** 06/17/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 10. Noes 0.) (June 17). Re-referred to Com. on APPR.

**Calendar:** 07/02/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

**Location:** 06/17/2025 - Assembly Appropriations

**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:** 06/24/2025 - July 7 hearing postponed by committee.

**Calendar:** 07/14/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 06/16/2025 - Assembly Transportation

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

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

**Introduced:** 02/20/2025

**Last Amended:** 04/03/2025

**Status:** 06/05/2025 - Referred to Com. on INS.

**Location:** 06/05/2025 - Assembly Insurance

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

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

**Introduced:** 02/20/2025

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

**Status:** 06/26/2025 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 5. Noes 0.) (June 25). Re-referred to Com. on JUD.

**Calendar:** 07/08/25 A-JUDICIARY 9 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

**Location:** 06/26/2025 - Assembly Judiciary

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



**SB 671 (Cervantes, D) Pedestrian crossing signals.**

**Introduced:** 02/20/2025

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

**Calendar:** 07/14/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 05/12/2025 - Assembly Transportation

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

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

**Introduced:** 02/21/2025

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

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

**Location:** 04/03/2025 - Senate Judiciary

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

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

**Introduced:** 02/21/2025

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

**Status:** 06/09/2025 - Referred to Com. on L. GOV.

**Calendar:** 07/16/25 A-LOCAL GOVERNMENT 1:30 p.m. - State Capitol, Room 447 CARRILLO, JUAN, Chair

**Location:** 06/09/2025 - Assembly Local Government

**Summary:** The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. This bill would, until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified.

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

**Introduced:** 02/21/2025 (Spot bill)

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

**Location:** 02/21/2025 - Senate Rules

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

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

**Introduced:** 02/21/2025

**Last Amended:** 05/01/2025

**Status:** 06/20/2025 - June 24 set for first hearing canceled at the request of author.

**Calendar:** 07/01/25 A-JUDICIARY 8:30 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

**Location:** 06/16/2025 - Assembly Judiciary

**Summary:** Would enact the Golden State Infrastructure Corporation Act and would establish the Golden State Infrastructure Corporation, within the State Treasurer's Office, as a not-for-profit corporation for the purpose of administering the act and financing infrastructure projects. The bill would require the corporation to be governed by a board of directors, with a prescribed membership, and would require the business and affairs of the corporation to be managed by an executive director appointed by the Treasurer. This bill would prescribe the powers and duties of the corporation, including entering into financing transactions, borrowing money or issuing bonds, and setting and charging fees for obtaining financing from the corporation. Under the bill, the state would not in any way be liable for any obligation of the corporation, and the corporation would not be required to pay any taxes, except as provided. The bill would require the corporation, not later than January 1 of each year, to submit to the Governor, the Legislature, and the Legislative Analyst's Office a report for the preceding fiscal year containing information on the infrastructure corporation fund and the corporation's activities, including specified information.

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

**Introduced:** 02/21/2025

**Last Amended:** 04/22/2025

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

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

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

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

**Introduced:** 02/21/2025

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

**Status:** 06/16/2025 - Referred to Com. on TRANS.

**Calendar:** 07/14/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 06/16/2025 - Assembly Transportation

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

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

**Introduced:** 02/21/2025

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

**Status:** 06/05/2025 - Referred to Coms. on L. & E. and JUD.

**Calendar:** 07/09/25 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

**Location:** 06/05/2025 - Assembly Labor and Employment

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



*July 17, 2025*

**To:** Legislative and Communications Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Federal Legislative Status Report

### **Overview**

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This report includes an update on the approval of the budget reconciliation bill, a summary of a letter from Orange County elected officials related to restoring the formula suballocation process for the State Transportation Block Grant program and the Congestion Mitigation and Air Quality program, and an overview on a report submitted to Congress examining commuter rail in the United States post-pandemic. Additionally, a summary of two letters from United States Transportation Secretary Sean Duffy to the Los Angeles County Metropolitan Transportation Authority and the City of Los Angeles.

### **Recommendation**

Receive and file as an information item.

### **Discussion**

#### **Update on Approval of Budget Reconciliation Agreement**

On July 1, 2025, the United States (US) Senate passed HR 1 (Arrington, R-TX), or colloquially known as the One Big Beautiful Bill Act, by a 51-50 vote, with Vice President JD Vance casting the tie-breaking ballot. The House of Representatives followed by approving HR 1 on July 3, 2025, with a vote of 218-214. The President signed the legislation into law on July 4, 2025.

As background, the legislation advanced under the budget reconciliation process, which is a legislative tool that allows certain budget-related bills to pass the Senate with a simple majority, bypassing the 60-vote threshold usually required to overcome a filibuster. Reconciliation is limited to provisions that directly affect federal spending, revenues, or debt, and is subject to strict

procedural rules, including the Byrd Rule, which bars non-budgetary items from inclusion. The primary goal of this reconciliation effort was to extend key elements of the 2017 Tax Cuts and Jobs Act, revise federal budget priorities, and advance several longstanding policy objectives.

Among the bill's central features is a multi-year extension of the 2017 tax cuts, including reduced individual and corporate income tax rates. The Senate version also incorporates modified versions of other tax-related initiatives, such as eliminating taxes on tipped income, while introducing broader structural changes to the federal budget. These include a \$5 trillion increase in the federal debt ceiling, significant increases in military and border security spending, and reductions to certain social safety net programs. The healthcare provisions in the legislation make several adjustments to federal health programs, such as updating eligibility requirements for Medicaid and imposing work requirements and cost-sharing. In the area of taxation, the bill introduces a modified State and Local Tax deduction framework, raising the cap from \$10,000 to \$40,000 initially, with a one percent increase annually over five years. Several other proposals were struck from the bill by the Senate Parliamentarian for violating the Byrd Rule. This included elements of labor policy and broader healthcare reforms that were deemed not primarily budget-related.

While not the centerpiece of the legislation, the Senate's version of the bill includes notable transportation-related provisions that carry implications for infrastructure investment and system improvements. Several key provisions are worth highlighting. One important inclusion is the preservation of the tax-exempt status of municipal bonds, a key surface transportation reauthorization principle for the Orange County Transportation Authority (OCTA). Another significant provision is the \$2.5 billion allocation to the State Homeland Security Grant Program to enhance state and local preparedness and event security. This includes \$625 million for planning and securing the 2026 Fédération Internationale de Football Association (FIFA) World Cup and \$1 billion for the 2028 Olympic and Paralympic Games in Los Angeles (LA28).

The legislation also allocates \$12.5 billion for air traffic control modernization, including \$7.75 billion to upgrade or replace outdated telecommunications and radar infrastructure, \$1.1 billion for the consolidation of air traffic control centers managing high-altitude and terminal airspace, and \$500 million for runway safety improvements. The Senate did not include the new fees on electric and hybrid vehicles that had been part of the House bill. However, it is expected this may be revisited as part of reauthorizing surface transportation legislation. In other policy areas, the bill preserves new fees on commercial space launches and eliminates civil penalties for automakers that fail to meet Corporate Average Fuel Economy standards.

The legislation further rescinds unspent portions of the 2022 Inflation Reduction Act, reversing several climate and infrastructure-related investments. Among the rescinded programs is the Federal Highway Administration's Neighborhood

Access and Equity Grant Program, which was designed to support projects that reconnect communities divided by past transportation decisions and promote inclusive planning. It also accelerates the expiration of the \$7,500 federal tax credit for new electric vehicles (EV) and the \$4,000 credit for used EVs, setting their termination date to September 30, 2025.

The Congressional Budget Office (CBO) preliminarily estimated that HR 1 would reduce the deficit by \$400 billion compared to the Senate's budget enforcement baseline. However, when measured against CBO's January 2025 baseline, which assumes current laws stay in place, HR 1 would increase the deficit by \$3.4 trillion over the federal fiscal year 2025–2034 period.

#### Letter on Restoring Local Control of Surface Transportation Block Grant and Congestion Mitigation and Air Quality Funds

On June 26, 2025, Representatives J. Luis Correa (D-Santa Ana) led a sign-on letter that included Young Kim (R-Anaheim Hills), Dave Min (D-Costa Mesa), and Derek T. Tran (D-Cypress) submitted a bipartisan letter to Senators Alex Padilla (D-CA) and Adam Schiff (D-CA), urging their support for a targeted legislative amendment to restore local suballocation authority for federal Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) program funds in the Southern California Association of Governments (SCAG) region. This effort aligns with one of the OCTA Board of Directors-approved federal reauthorization principles. It is also important to note that this proposal was previously submitted as a priority to the House Transportation and Infrastructure Committee for surface transportation reauthorization by Representatives Correa, Kim, and Min. The letter is included as Attachment A.

For over three decades, California operated under a locally driven, population-based distribution framework, where county transportation commissions were directly suballocated STBG and CMAQ funds. This structure, established under state law, allowed local agencies to plan and deliver transportation projects that met the unique needs of their communities while ensuring accountability and efficient use of federal funds. However, in 2021, a federal corrective action prohibited metropolitan planning organizations (MPO) from delegating project selection authority. This change centralized project selection at the regional level, disrupting long-range planning, delaying project delivery, and reducing local responsiveness in regions like the SCAG, which serves over 18.8 million residents across six counties and nearly 200 cities.

The letter advocates for a narrowly tailored amendment to be included in the next surface transportation reauthorization bill. This amendment would reinstate suballocation authority specifically in metropolitan planning areas with populations over ten million where a state statute already supports population-based distribution. The proposal would maintain MPO oversight of the overall transportation improvement program while allowing county commissions to once again manage project selection and delivery directly. The Congressional

Members emphasize that this fix is essential to restoring efficiency, responsiveness, and local accountability in transportation planning and urge the Senators to champion the amendment and help build a bicameral coalition in support of this effort.

#### Summary of the Government Accountability Office's Commuter Rail Report to Congress

On May 7, 2025, the US Government Accountability Office (GAO) released a report to Congress titled "Commuter Rail: Most Systems Struggling to Recover Ridership Following the COVID-19 Pandemic." The report examines how commuter rail systems across the country have evolved since 2021. The report highlights an industry still grappling with the long-term impacts of the COVID-19 pandemic, with notable challenges in financial recovery, service delivery, and ridership patterns. A key finding was that fare revenues remain significantly depressed, averaging 31 percent below pre-pandemic levels, prompting increased reliance on federal, state, and local funding sources. While pandemic-era federal relief funds provided temporary operating support, these emergency allocations have expired, creating structural funding gaps that agencies must now address. Between 2019 and 2023, the share of funding from fare revenues dropped from 43 percent to 24 percent, while local contributions grew from 9.7 percent to 14 percent and state support from 18.2 percent to 18.6 percent. However, funding formulas and state involvement vary widely by region, with some systems such as TEXRail receiving no state operating support, and others like Virginia Railway Express covering 50 percent of their budgets with state funds. Compounding financial pressures, operating costs have surged 28 percent above pre-pandemic levels, with inflation, rising labor costs, and material prices cited as key drivers.

Despite these challenges, most commuter rail agencies have restored or expanded their service offerings. As of the report's publication, 19 of the 31 systems surveyed were operating at 95 percent or more of their 2019 service levels. The Southern California Regional Rail Authority, also known as Metrolink, is operating at approximately 96 percent of its pre-pandemic service, placing it among the agencies that have most closely returned to full service. A few systems, such as Denver Regional Transportation District, have even expanded service significantly beyond 2019 levels, while others remain well below full recovery. Agencies are also pursuing new strategies to attract riders, including weekend, mid-day, and special event service expansions, youth pass programs aimed at cultivating future transit users, and flat-rate weekend fares to encourage non-commute travel. Some systems are addressing connectivity gaps by adding stations or launching on-demand shuttles. However, agencies that do not control the tracks they operate on report challenges negotiating with host railroads to provide more flexible or frequent service, an issue that limits their ability to respond to changing travel demand.

The report underscores that while service levels have largely returned, ridership recovery remains uneven. Twenty-five out of the 31 systems still fall below 2019 ridership, with eight reporting that fewer than half as many riders are using their systems today compared to pre-pandemic figures. Nevertheless, six agencies, including Sonoma-Marín Area Rail Transit and TEXRail, exceeded their pre-pandemic ridership levels, in some cases by over 35 percent. The GAO notes that systems that have aligned their service offerings with new travel behaviors, such as hybrid work schedules and increased weekend travel, are faring better in terms of ridership. The overall findings suggest that sustained recovery will depend on agencies' ability to adapt service models, secure long-term operating funding, and modernize agreements with host railroads to provide more responsive and flexible transit options.

#### Letter to the Los Angeles County Metropolitan Transportation Authority Regarding Transit System Safety and Security

On June 26, 2025, US Secretary of Transportation Sean Duffy issued a formal letter to Los Angeles County Metropolitan Transportation Authority (LA Metro) Chief Executive Officer Stephanie Wiggins requesting detailed information regarding the agency's safety and security practices. The letter requests documentation of LA Metro's current and planned actions to reduce crime and fare evasion, as well as steps being taken to maintain a clean and secure operating environment. The letter is included as Attachment B.

As part of the Federal Transit Administration's (FTA) review, LA Metro has been asked to provide data on fare evasion trends, details of prior mitigation measures, and all fiscal year 2025 budgeted and fiscal year 2026 planned funds directed towards improving security. This includes a breakdown of expenditures related to capital security projects, safety set-aside requirements under the Urbanized Area Formula Grants program, and other federal funding sources such as those provided through the Department of Homeland Security. Secretary Duffy's letter also references relevant federal statutes that permit the use of capital funds for crime prevention and safety efforts and encourages LA Metro to use these resources expediently for eligible activities. LA Metro's response is due to the FTA Region 9 Administrator, Ray Tellis, by July 10, 2025.

In relation to the letter to LA Metro, Secretary Duffy also sent a letter to City of Los Angeles Mayor Karen Bass following recent service disruptions related to public demonstrations, which is included as Attachment C. The letter cites concerns about the impact of protests on transit service availability, noting that commuter access to rail and bus service was interrupted. Secretary Duffy requested that the City of Los Angeles submit a report within 30 days addressing several key items: a status update on all transit services that experienced closures or delays due to the recent unrest, an outline of coordination between the Los Angeles Police Department, transit police, and federal law enforcement, a description of safety protocols intended to manage future disturbances, and a



summary of resources that will be mobilized to ensure safe and timely transportation access for the upcoming 2026 FIFA World Cup and LA28.

These letters follow earlier communications from Secretary Duffy to the Washington Metropolitan Area Transit Authority and the New York Metropolitan Transportation Authority. While the focus of the most recent letters is on the City of Los Angeles, the letters reflect a broader shift in federal oversight priorities toward safety performance, public confidence, and accountability across major transit systems. As regional coordination becomes increasingly important, particularly in preparation for high-profile international events, OCTA staff will monitor developments closely and consider how related best practices or federal guidance may apply within OCTA's own service area.

### **Summary**

An update is provided on the approval of the budget reconciliation bill. Summaries are provided on letters including one from Orange County congressional members urges restoring suballocation formulas for certain programs and another letter from United States Transportation Secretary Sean Duffy is addressed to the Los Angeles County Metropolitan Transportation Authority and the City of Los Angeles. An overview is also given on a report to Congress examining commuter rail in the United States after the pandemic.

### **Attachments**

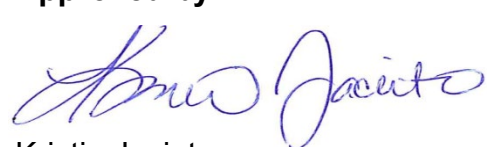
- A. Letter from J. Luis Correa, Representative, House of Representatives, Young Kim, Representative, House of Representatives, Derek T. Tran, Representative, House of Representatives, and Dave Min, Representative, House of Representatives to Alex Padilla, Senator, United States Senate and Adam Schiff, Senator, United States Senate, dated June 26, 2025
- B. Letter from U.S. Department of Transportation Secretary Sean P. Duffy to Stephanie Wiggins, Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority, dated June 26, 2025
- C. Letter from U.S. Department of Transportation Secretary Sean P. Duffy to Karen Bass, Mayor, City of Los Angeles, dated June 26, 2025
- D. Potomac Partners DC, Monthly Legislative Report – June 2025

#### **Prepared by:**



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Executive Director,  
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**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515**

June 26, 2025

The Honorable Alex Padilla  
U.S. Senator  
331 Hart Senate Office Building  
Washington, DC 20510

The Honorable Adam Schiff  
U.S. Senator  
112 Hart Senate Office Building  
Washington, DC 20510

Dear Senators Padilla and Schiff,

As Members of Congress representing southern California districts, we write to respectfully request your support for a proposal to reinstate local suballocation authority for federal Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) program funds in California's largest metropolitan regions.

For over three decades, California successfully operated under a locally driven framework in which the State suballocated STBG and CMAQ funds to county transportation commissions, based on population. This approach, grounded in state law, empowered local agencies to plan and deliver transportation projects tailored to their communities, while ensuring accountability and timely use of federal funds.

In 2021, a federal corrective action prohibited Metropolitan Planning Organizations (MPOs) from delegating project selection, effectively centralizing control at the regional level. In the Southern California Association of Governments (SCAG) region, which is home to over 18.8 million people across six counties and nearly 200 cities, this shift has disrupted long-range planning, delayed project delivery, and diminished local responsiveness.

We support a narrowly tailored amendment to 23 U.S.C. § 134(j) for inclusion in the next surface transportation reauthorization legislation. The amendment would restore suballocation authority in metropolitan planning areas with populations exceeding 10 million, where a state statute already outlines a population-based distribution process. This change would enable county transportation commissions to continue managing and delivering projects efficiently, ensuring accountability and responsiveness to local needs while preserving MPO oversight of the broader transportation improvement program.

As members of California's Senate delegation and leaders in infrastructure and transportation policy, your support for this proposal in the Senate is critical. We hope you will consider

championing this legislative fix and working with House colleagues to build a bicameral coalition that supports more responsive, efficient, and locally accountable transportation funding.

Sincerely,



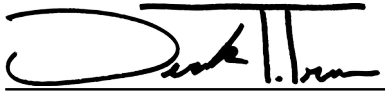
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J. Luis Correa  
Member of Congress



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Young Kim  
Member of Congress



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Derek T. Tran  
Member of Congress



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Dave Min  
Member of Congress



**THE SECRETARY OF TRANSPORTATION**  
WASHINGTON, DC 20590

June 26, 2025

Ms. Stephanie Wiggins  
Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Ms. Wiggins:

I am writing regarding the continued focus of the U.S. Department of Transportation (Department) on safe travel in Los Angeles. To protect the safety of passengers and workers, and in turn, promote public confidence in transit, the Los Angeles County Metropolitan Transportation Authority (LACMTA) must ensure a secure and clean environment, reduce crime and fare evasion, and maintain a safe operating system.

Based on the Department's ongoing focus on safety and security, and pursuant to its oversight authority, FTA directs LACMTA to provide information about agency practices and expenditures. See FTA Master Agreement section 3(h)(2)(iii). Of key importance is documentation of actions and funding that ensure effective security for passengers and workers on the LACMTA system.

For this FTA review of LACMTA's actions, please provide FTA with the following information:

1. LACMTA's actions and plans to reduce crime and fare evasion on the transit system. Please include information about fare evasion trends and previous actions.
2. LACMTA's funds from all sources that are programmed to improve the security of passengers and workers. This should include information about all LACMTA fiscal year 2025 budgeted and fiscal year 2026 planned funds to reduce crime and fare evasion on the transit system, including a comparison to prior year funding for such expenses. Please also include:
  - a. Security - Expenditures and budgeted funds that meet the Federal transit program security capital projects set aside requirement for Urbanized Area Formula Grants (49 U.S.C. § 5307(c)(1)(J)(i)).
  - b. Safety - Expenditures and budgeted funds that meet the Federal transit program safety set aside requirement for Urbanized Area Formula Grants (49 U.S.C. § 5329(d)(4)(B)).
  - c. Non-FTA funds - Information about funds from other Federal government agencies directed to the safety and security of LACMTA passengers and workers. This should include any Department of Homeland Security funds.



Please submit this information to FTA's Region 9 Administrator, Ray Tellis, no later than July 10, 2025.

Also, please recognize that Federal transit law explicitly allows recipients to use capital grants for capital expenses related to crime prevention and security activities. See 49 U.S.C. § 5321. LACMTA should target Federal resources expeditiously and appropriately for these eligible activities.

People traveling on the LACMTA system to reach their jobs, education, health care, and other critical services need to feel secure and travel in a safe environment free of crime; and workers who operate the system need to be sure of a safe operating environment to provide transportation service. The transit riders and workers of Los Angeles deserve nothing less.

I appreciate your prompt attention to this matter to avoid further consequences, up to and including redirecting or withholding funding. If I can provide further information or assistance, please reach out or contact Joe DeLorenzo, Associate Administrator for Transit Safety and Oversight and Chief Safety Officer, at (202) 366-5080 or via email at [joseph.delorenzo@dot.gov](mailto:joseph.delorenzo@dot.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "S.P. Duffy", with a stylized flourish at the end.

Sean P. Duffy



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

June 26, 2025

Mayor Bass,

I am writing you with deep concern over law-abiding citizens in the Los Angeles metropolitan area being unable to access federally funded transit services because of your failure to stop the violent riots in your city.

Closing stations, cancelling bus routes, and redirecting rail lines is a direct result of your inability or unwillingness to control the protests and violent mobs that paralyzed Los Angeles. I'm grateful President Donald Trump deployed the National Guard and Marines to stop the chaos.

You have allowed many forms of transportation funded by Federal tax dollars to become inaccessible to Angelenos needing to reach their jobs, schools, medical appointments and more. Our transit workers require your support to keep communities and families moving safely and efficiently.

The weak leadership you have shown in these critical times does not inspire confidence in your ability to represent one of the Nation's largest cities as it hosts one of the world's biggest events, the FIFA World Cup 2026 and the LA 2028 Summer Olympics (collectively, the LA games), where millions from around the globe are expected to visit Los Angeles. Based on your slow action to quell the riots, the Department of Transportation is deeply concerned about your ability to keep the commuting public safe and to handle the transportation logistics needed for the LA games.

I am requesting you provide the following details by July 26, 2025:

- Please provide a status update on all lines that experienced closures and delays due to the riots happening across Los Angeles in the last two weeks.
- How is the Los Angeles Police Department collaborating with transit police and Federal law enforcement to restore order?
- What safety protocols do you have in place to address future riots or unlawful activity on the Los Angeles transit systems, which are supported with Federal funds?
- What resources will you be deploying to ensure fans can get to the LA games safely and on time?

Sincerely,

A handwritten signature in blue ink, appearing to read 'S.P. Duffy', is written over the typed name.

Sean P. Duffy



## Monthly Legislative Report – June 2025

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### **Advocacy Meetings**

**Federal Railroad Administration (FRA) Senior Advisor** – We met with the FRA Senior Advisor to discuss Orange County Transportation Authority's (OCTA) request to adjust the federal cost share for its Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant for the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor.

**Federal Highway Administration (FHWA) Office of Policy and Government Affairs** – We met with FHWA staff to discuss OCTA's surface transportation reauthorization priorities, including proposed permitting reforms and the restoration of local suballocation authority for Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds. We also inquired about the timing of FHWA's reauthorization principles and emphasized the importance of recognizing self-help counties in future formula funding frameworks. FHWA staff welcomed continued engagement as policy development progresses internally at FHWA.

**Office of Congressman Lou Correa (D-CA)** – We met several times this month with Congressman Correa's staff to discuss OCTA's reauthorization priorities and to coordinate support and CA delegation outreach for a bipartisan delegation letter sent on June 26 to California's U.S. Senators. Co-signed by Representatives Tran, Min, and Kim, the letter urges restoration of local suballocation authority for STBG and CMAQ funds. The letter supports a narrowly tailored amendment that would allow county transportation commissions in large metro areas to retain control of project selection under state-defined, population-based formulas.

**Office of Congressman Derek Tran (D-CA)** – We followed up with Congressman Tran's staff on the Fiscal Year (FY26) Appropriations Community Project Funding (CPF) request for the State Route 57 (SR-57) Improvement Project between Lambert Road and the Orange County Line. We also continued our dialogue on OCTA's surface transportation reauthorization priorities and requested the Congressman's support for restoring local suballocation authority for STBG & CMAQ program funds. Staff were able to facilitate the Congressman's co-signing of the June 26<sup>th</sup> delegation letter to the CA Senators.

**Office of Congressman Mike Levin (D-CA)** – We met again with Congressman Levin and his staff to follow up on emergency repair work along the LOSSAN Rail Corridor and ongoing coordination with the FRA on the CRISI grant. We also discussed OCTA's surface transportation reauthorization principles, including permitting reform and the reinstatement of local suballocation authority for STBG and CMAQ funds. Congressman Levin has submitted a \$3 million CPF request for OCTA's Interstate 5 Improvement Project to the FY26 Transportation-Housing and Urban Development (THUD) appropriations bill.

**Office of Congressman David Min (D-CA)** – We met with Congressman Min's staff to discuss OCTA's FY26 Community Project Funding (CPF) request for the *Technology and*

*Signal Upgrades Project.* The \$3 million request that his office submitted to the THUD Appropriation Committee supports the deployment of advanced traffic signal controllers across Orange County, enhancing OCTA's signal synchronization program to improve roadway efficiency, safety, and real-time traffic operations. We also reviewed OCTA's proposal to restore local suballocation authority for STBG and CMAQ funds. Congressman Min expressed his support and co-signed the June 26 bipartisan House delegation letter to California's U.S. Senators urging a narrowly tailored legislative fix to reinstate suballocation in large metropolitan regions. Additionally, we provided an update on stabilization and emergency repair efforts along the LOSSAN Rail Corridor.

**Office of Congresswoman Young Kim (R-CA)** – We met with Congresswoman Kim's staff to discuss OCTA's surface transportation reauthorization priorities, including the restoration of local suballocation authority for STBG and CMAQ funds. We acknowledged the Congresswoman's support as a co-signer of the June 26 bipartisan delegation letter to California's U.S. Senators advocating for this legislative fix. We also discussed her continued support for self-help counties and policy approaches that prioritize formula-based investment and efficient federal grant delivery. Her office emphasized the need to reduce bureaucratic delays and empower local agencies to deliver regionally significant projects. In addition, Congresswoman Kim submitted two FY26 CPF requests to the House THUD Appropriations Subcommittee, including:

- **\$4 million for OCTA's I-5 Improvement Project (I-405 to SR-55)** to relieve congestion and enhance corridor safety, and
- **\$3 million for OCTA's SR-55 Improvement Project** between I-5 and SR-91 to improve mobility in a key freight and commuter corridor.

**Office of Congressman Pete Aguilar (D-CA)** – We met with Congressman Aguilar's staff to discuss OCTA's request for local suballocation authority for STBG& CMAQ programs in the upcoming surface transportation reauthorization bill. We also asked the Congressman to sign on to a delegation letter to the California Senators in support of OCTA's proposed legislative language. In addition, we discussed the urgent need for permit streamlining to support critical repairs along the LOSSAN rail corridor and emphasized the importance of preserving key discretionary transportation programs.

**Office of Congressman Jay Obernolte (R-CA)** – We met with Congressman Obernolte's staff to discuss OCTA's proposed surface transportation reauthorization language for STBG/CMAQ suballocation and requested that the Congressman sign on to a delegation letter to the California Senators in support of the OCTA proposed legislative language. We also briefed the office on issues related to streamlining the National Environmental Policy Act (NEPA) process and achieving permitting parity between transit and highway projects.

**Office of Congresswoman Norma Torres (D-CA)** – We met with Congresswoman Torres' staff to discuss the proposed rescissions packed that the House voted on this month. As a member of the House Appropriations Committee, her support will be critical in protecting key discretionary programs. We also requested that the Congresswoman sign on to a delegation letter to the California Senators in support of OCTA's proposed surface transportation



reauthorization language for STBG/CMAQ suballocation. In addition, we briefed her team on OCTA's priorities for expediting project delivery and reducing regulatory barriers that delay infrastructure improvements.

**Office of Congresswoman Judy Chu (D-CA)** – We met with Congresswoman Chu's staff to discuss OCTA's proposed surface transportation reauthorization language for STBG/CMAQ suballocation and requested that the Congresswoman sign on to a delegation letter to the California Senators in support of the proposal.

**Office of Chairman Sam Graves (R-MO)** – We met with Chairman Graves' Chief of Staff, who is now the staff director of the House Transportation and Infrastructure (T&I) Committee to discuss permitting reform proposals.

**Office of Ranking Member Rick Larsen (D-WA)** – We met with Ranking Member Larsen's legislative assistant to discuss OCTA's priorities for project delivery reform and ongoing efforts by the U.S. Department of Transportation to streamline permitting. The Ranking Member's staff expressed the office's interest in identifying bipartisan solutions to accelerate project timelines while maintaining public input and accountability.

**House T&I Subcommittee on Highways and Transit Staff** – We met with subcommittee staff to continue discussions on OCTA's priorities for the 2026 Surface Transportation Reauthorization. In addition to reviewing OCTA's proposals related to streamlined permitting, local suballocation authority for STBG/CMAQ, and support for self-help counties, we discussed potential hearing opportunities for stakeholders such as OCTA to testify this fall.

**T&I Subcommittee on Highways and Transit Chair David Rouzer (R-NC)** – We briefed Chairman Rouzer on OCTA's surface transportation reauthorization principles, highlighting the agency's priorities around project delivery, funding flexibility, and regional infrastructure needs. We also discussed his upcoming visit to California in August and coordinated plans for him to tour key transportation projects in Orange County. The Chairman expressed interest in seeing firsthand how federal programs are supporting local infrastructure and in continuing dialogue on OCTA's policy recommendations.

**House T&I Subcommittee on Railroads, Majority Staff** – We met with majority staff from the House Subcommittee on Railroads, Pipelines, and Hazardous Materials to follow up on proposed changes to federal rail programs in the upcoming surface transportation reauthorization. The discussion focused on the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program and OCTA's support for increased flexibility to fund emergency repairs along the LOSSAN Corridor. We also discussed the Subcommittee's June 13 hearing, *"America Builds: The Role of Innovation and Technology in a Safe and Efficient Rail System,"* which examined potential updates to the regulatory framework at the FRA. Committee staff expressed interest in continuing the dialogue on targeted reforms to improve FRA responsiveness and to reduce permitting delays.

**House Appropriations Committee, Majority & Minority Staff** – Throughout June, we engaged with both majority and minority staff on the House Appropriations Committee to advocate for preserving key transportation accounts in the FY26 appropriations process. Staff acknowledged the pressure to identify offsets through rescissions. We also discussed CPF requests submitted by Orange County Members, including:

- **Congressman David Min:** \$3 million for OCTA's *Technology and Signal Upgrades Project* to enhance traffic flow and safety through the deployment of advanced signal controllers.
- **Congresswoman Young Kim:** \$4 million for OCTA's *I-5 Improvement Project* (I-405 to SR-55) to relieve congestion and enhance corridor safety; and \$3 million for OCTA's *SR-55 Improvement Project* between I-5 and SR-91 to improve mobility in a critical freight and commuter corridor.
- **Congressman Mike Levin:** \$3 million for enhancements to the *I-5 Corridor* in Orange County.

We emphasized that these CPF requests reflect regionally significant transportation priorities and align with the committee's guidelines for CPF requests.

### **Budget Reconciliation Update**

On July 1<sup>st</sup>, the U.S. Senate passed the *One Big Beautiful Bill Act* (OBBA) by a narrow 51–50 vote, with Vice President Vance casting the tie-breaking vote. All Senate Democrats voted against the measure, along with Republican Senators Rand Paul, Thom Tillis, and Susan Collins. The bill now heads to the House of Representatives, where Speaker Mike Johnson has called Members back into session to consider the Senate-passed version ahead of the July 4 recess.

OBBA includes sweeping tax and fiscal policy changes. It permanently extends the individual tax cuts enacted under the 2017 Tax Cuts and Jobs Act and introduces several new federal tax exemptions, including for tips, overtime pay, and Social Security benefits. For California taxpayers, the bill temporarily raises the State and Local Tax (SALT) deduction cap to \$40,000 for households earning under \$500,000, with the cap reverting to \$10,000 after five years. These provisions are expected to provide modest tax relief for households in high-cost regions such as Orange County.

In healthcare, the bill increases funding for the Rural Healthcare Fund to \$50 billion, which could benefit medically underserved communities in Southern California. However, the legislation also includes significant cuts to Medicaid, tightening eligibility requirements, and imposing new administrative burdens, raising concerns among healthcare advocates.

On July 3<sup>rd</sup> the House voted to pass H.R. 1 – One Big Beautiful Bill (OBBA) Act after the Senate passed it with changes earlier this week. The House passed the bill this afternoon by a narrow margin vote of 218-214; (2 Republicans voted against-- Reps. Massie (KY) and Fitzpatrick (PA)), following Tuesday's Senate vote and VP tiebreaker. The President is expected to sign the bill at 5:00pm on the 4<sup>th</sup> of July.

House Minority Leader Hakeem Jeffries (D-NY) attempted to filibuster the bill on the floor, causing a delay in the final vote while Republican leaders worked to secure a handful of hesitant votes in their conference.

The text of the bill is available [here](#) and [here](#).

GOP leaders are reportedly exploring the possibility of a second budget reconciliation bill later this year. If pursued, it could include deeper federal spending cuts and additional policy changes targeting discretionary programs, which could pose potential risks to funding for housing, health, and other safety net programs. We will continue monitoring for any implications tied to infrastructure, and transit programs.

### **FY26 Appropriations Update**

The FY26 appropriations process is underway in both the House and Senate, running in parallel with budget reconciliation and rescission efforts. While the House Appropriations Committee has begun marking up select bills, including the Agriculture-Food and Drug Administration bill, progress has been slow. This is primarily due to the Administration's decision to withhold full budget details until the OBBB was finalized. Only four of the twelve appropriations bills currently have draft text, and eight remain without complete topline allocations, frustrating senior appropriators.

Transportation funding for FY26 in the President's budget request generally tracks with the levels established under the Infrastructure Investment and Jobs Act (IIJA), although broader spending limits proposed in that budget request pose significant challenges to the funding process and timeline. President Trump's discretionary budget proposes \$1.45 trillion in total funding, \$150 billion below the enacted FY25 level. If House appropriators follow this topline, the eight remaining appropriations bills, including the THUD bill, would face a roughly 30% reduction in aggregate from their FY25 enacted levels.

Within this context, the U.S. Department of Transportation (USDOT) side of the THUD bill appears to fare relatively well, with a gross DOT request of \$27.1 billion, slightly above FY25 levels. However, the Administration's proposal includes a \$1.6 billion rescission of contract authority that would eliminate funding for the Charging and Refueling Corridor program, along with a separate rescission targeting the National Electric Vehicle Infrastructure (NEVI) program. While the DOT budget remains mostly stable, the Housing and Urban Development (HUD) side of the bill faces sharp cuts, from \$68.7 billion in FY25 to just \$41.7 billion in FY26.

The House THUD Subcommittee is scheduled to mark up its FY26 bill on July 7, with full committee consideration expected the week of July 14. The Senate has not yet scheduled its THUD markup, and the overall timeline for final passage remains uncertain. With topline negotiations unresolved and additional rescissions still under consideration, a Continuing Resolution (CR) appears increasingly likely. A CR would extend FY24 funding levels beyond October 1 and would exclude earmarks requests.

In addition, on June 25, Office of Management and Budget (OMB) Director Russ Vought testified before the Senate Appropriations Committee in support of the Administration's June 3<sup>rd</sup> rescissions package (H.R. 4), which passed the House on June 12<sup>th</sup>. The proposal targets unobligated balances at several federal agencies, including the Corporation for Public Broadcasting and the U.S. Agency for International Development. While transportation accounts were not explicitly named, future rescissions may target unspent or unobligated balances in discretionary grant programs, raising potential risks for transit, intercity rail, and electrification investments. Under the Congressional Budget and Impoundment Control Act, the Senate has until July 18<sup>th</sup> to act on the rescissions.

We will continue tracking any potential impacts to key discretionary programs, including the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, and the Low or No Emission (Low-No) Bus Program, especially if future rescissions or CR anomalies emerge. We are also monitoring for any additional guidance or reductions that could affect FY26 capital grants, earmarks, or contract authority tied to major projects.

### **Surface Transportation Reauthorization Update**

In June, momentum around the next surface transportation reauthorization bill continued to build across both chambers of Congress. The House Transportation and Infrastructure Committee held a series of staff-level briefings and informal stakeholder meetings, with formal legislative hearings expected later this summer. Committee leadership—Chairman Sam Graves (R-MO) and Ranking Member Rick Larsen (D-WA)—have both emphasized the importance of passing a bipartisan bill well before IIJA expires in 2026, to provide states, metropolitan planning organizations, and local agencies with long-term budget certainty and project planning continuity.

Initial discussions in the House have focused on strengthening the Highway Trust Fund, streamlining project delivery, and reassessing the structure and equity of core formula programs such as the Surface Transportation Block Grant Program (STBG), and the Congestion Mitigation and Air Quality Improvement Program (CMAQ). In a June op-ed, Chairman Graves outlined a “back to basics” framework for reauthorization, emphasizing a renewed focus on highways, bridges, and traditional infrastructure assets. He called for commonsense permitting reform, more reliable long-term funding, and the need to supplement the gas tax by establishing user fees for electric and hybrid vehicles to help stabilize the Highway Trust Fund.

On the Senate side, the Environment and Public Works (EPW) Committee has begun conducting listening sessions with stakeholders and Senators to identify shared bipartisan priorities. Leading themes include improving resilience, advancing rural connectivity, addressing aging infrastructure, and preserving existing assets. EPW leadership has suggested that formal hearings could begin later this summer or early fall, with a goal of drafting reauthorization legislation in early 2026.

USDOT has remained actively engaged with both House and Senate staff, coordinating around lessons learned from IIJA implementation. In June, senior officials from the FHWA held a series of internal and external briefings focused on permitting streamlining, improving project delivery timelines, and expanding local agency access to federal transportation programs. These discussions align with OCTA's submitted reauthorization principles, particularly regarding the need to reduce federal administrative burdens and ensure reliable access to flexible formula funding. USDOT is also soliciting stakeholder feedback on how best to balance formula and discretionary programs moving forward, given the implementation challenges experienced over the past two years. Together, these developments mark a clear ramp-up toward a reauthorization process that will shape federal transportation investment for the next five years.

### **House T&I and Senate Commerce Committee Hearings**

#### **Subcommittee on Aviation – Hearing on Federal Aviation Administration (FAA) Reauthorization Act of 2024 Implementation (June 6)**

The House Subcommittee on Aviation held a hearing entitled *“FAA Reauthorization Act of 2024: Stakeholder Perspectives on Implementation One Year Later.”* The hearing marked the one-year anniversary of the FAA Reauthorization Act of 2024 and focused on the implementation status of the law's more than 500 mandates.

#### **Witness List included:**

- Mr. Darren Pleasance, President & CEO, Aircraft Owners and Pilots Association
- Mr. Edward Bolen, President & CEO, National Business Aviation Association
- Mr. Michael Robbins, President & CEO, Association for Uncrewed Vehicle Systems International
- Captain Jody Reven, President, Southwest Airlines Pilots Association
- Ms. Sara Nelson, International President, Association of Flight Attendants-CWA, AFL-CIO

The hearing explored a range of issues, including aviation workforce shortages, project delivery delays at airports, and the integration of new technologies such as drones and advanced air mobility systems. Several witnesses emphasized the need for the FAA to expedite rulemakings and improve coordination with the USDOT to meet deadlines set in the law. Members also raised concerns about implementation delays for critical safety provisions and the need for sustained investment in regional and small airport infrastructure.

For OCTA, the hearing underscored the importance of timely implementation of intermodal infrastructure reforms, especially those impacting project delivery and federal coordination for regionally significant airport-adjacent or transit-connected projects in Southern California.

## **Subcommittee on Railroads, Pipelines, and Hazardous Materials – Hearing on Technology and Innovation in Rail (June 13)**

The Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing entitled “*America Builds: The Role of Innovation and Technology in a Safe and Efficient Rail System.*” The discussion focused on how advanced technologies can improve rail safety, system efficiency, and freight network competitiveness.

### **Witness List included:**

- Mr. David Shannon, General Manager, RailPulse
- Mr. Brigham McCown, Chairman, Alliance for Innovation and Infrastructure
- Mr. Eric Gebhardt, EVP & CTO, Wabtec; on behalf of the Railway Supply Institute
- Mr. Tony Cardwell, President, Brotherhood of Maintenance of Way Employees Division, IBT

Subcommittee members and witnesses highlighted the outdated regulatory framework at the FRA, particularly the slow and opaque waiver process that discourages innovation. Testimony focused on enabling broader deployment of predictive maintenance systems, data-driven inspections, and train control technologies. Witnesses called for reforms to modernize FRA rules, encouraging safe and scalable innovation in both passenger and freight rail sectors.

This hearing is particularly relevant for OCTA given its role in operating and supporting regional rail service through Metrolink, including on the LOSSAN Corridor. Advances in rail safety technologies and regulatory flexibility are critical to ensuring continued investment in Southern California’s aging rail infrastructure and to delivering reliable inter-county service.

## **Senate Subcommittee on Surface Transportation – Hearing on Modernizing the U.S. Rail Network (June 18, 2025)**

The Senate Commerce Committee’s Subcommittee on Surface Transportation, Freight, Pipelines, and Safety held a hearing entitled “*On the Right Track: Modernizing America’s Rail Network.*” The hearing was convened by Chairman Todd Young (R-IN) and focused on evaluating the current condition of the U.S. freight and passenger rail systems. The discussion emphasized regulatory and policy reforms that could support innovation, improve safety, and ensure the long-term viability of the national rail network, particularly in the context of the upcoming surface transportation reauthorization.

### **Witness List included:**

- Mr. Ian Jefferies, President & CEO, Association of American Railroads
- Mr. Peter Gilbertson, President & CEO, Anacostia Rail Holdings Company, on behalf of the American Short Line and Regional Railroad Association
- Mr. Husein Cumber, Senior Advisor, Brightline Holdings
- Mr. Clarence Anthony, CEO and Executive Director, National League of Cities

Senators highlighted the economic and connectivity benefits of a modernized rail system. Chairman Young called for practical reforms to reduce regulatory burdens and promote innovation, especially for rural and mid-sized communities. Senator Ted Cruz (R-TX) emphasized the importance of freight rail for energy and agricultural supply chains, while also acknowledging the growing demand for intercity passenger rail and the role of private-sector innovation, citing Brightline as an example.

Witnesses addressed several key issues, including outdated regulatory structures at the FRA, challenges in accessing capital for infrastructure upgrades, and the need for a more predictable and performance-based federal grant process. Brightline's representative emphasized the need for a federal policy framework that supports private investment in intercity passenger rail, citing the company's successful expansion in Florida and proposed service in California.

For OCTA, this hearing reinforced the growing bipartisan recognition of the role rail plays in both freight and passenger mobility. Relevant to the discussion was the need for federal permitting reform, support for public-private partnerships, and investment predictability through programs such as the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program and the Federal-State Partnership for Intercity Passenger Rail.

### **USDOT Moves to Reclaim \$4 Billion in California High-Speed Rail Grants**

On June 4, 2025, the USDOT notified the California High-Speed Rail Authority (CHSRA) that it intends to cancel over \$4 billion in federal rail grants unless CHSRA can respond within 30 days to a series of noncompliance findings. The notice follows a FRA compliance report citing nine material issues, including missed procurement deadlines, a \$7 billion funding gap, delayed electrification plans, and unrealistic ridership projections.

Of the \$7 billion in total federal funding awarded to CHSRA, only \$2.8 billion has been spent to date. The remaining \$4.2 billion is either obligated or promised, including funds from the CRISI Program and the Federal-State Partnership for Intercity Passenger Rail (FSP).

The FRA's position is that CHSRA is in default under the FSP agreement due to its inability to deliver the Early Operating Segment (EOS) by the 2033 deadline. The department may also seek to cancel the remaining \$929 million in FY2010 funding—a move previously attempted under the Trump Administration before being reversed in a 2021 legal settlement.

### **Federal Agencies Signal Upcoming Changes to Energy Permitting Rules**

Federal agencies—including the Departments of Energy and Interior—are preparing to issue interim final rules aimed at streamlining or reducing permitting requirements for energy-related projects. These rules are expected to take effect immediately without public comment, bypassing the standard rulemaking process.

While the full details have not been released, the effort appears to be part of the Administration's broader push to expedite project approvals across infrastructure and

energy sectors. However, the decision to use interim rules—typically reserved for emergencies—has raised legal and procedural concerns among stakeholders and environmental advocacy groups. Any changes to federal permitting could impact energy and infrastructure projects, including:

- Solar or energy efficiency upgrades
- Environmental review timelines for projects
- Utility coordination and regional clean energy initiatives

We will continue to closely monitor these developments, especially as interim rules may alter compliance requirements or project timelines.