



Orange County Transportation Authority

Legislative Committee Agenda Thursday, March 19, 2026 at 9:30 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

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

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

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 COMMITTEE MEETING AGENDA

Written Comment

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

Call to Order

Pledge of Allegiance

Director Chaffee

Closed Session

There are no Closed Session items scheduled.

Special Calendar

1. Conference Call with State Legislative Advocate Moira Topp

Moira Topp

Overview

An update of legislative items in Sacramento will be provided.

Consent Calendar (Item 2)

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 February 19, 2025 Legislative and Communications Committee meeting.

Attachments:

[Minutes](#)

LEGISLATIVE COMMITTEE MEETING AGENDA

Regular Calendar

3. State Legislative Status Report

Clara Brotcke/Kristin Jacinto

Overview

The Orange County Transportation Authority provides regular updates to the Legislative Committee on policy issues directly impacting its overall programs, projects, and operations. This report includes recommended support positions on two bills: one that would establish a statewide safety requirement for school/campus electric bicycle parking, and the other bill that would create a Coastal Resilience Permitting Working Group to develop recommendations to streamline permitting for coastal resilience projects. The report also provides informational updates on a bill relating to axle weight limits for zero-emission transit buses, a bill that proposes amendments to the SB 375 (Chapter 728, Statutes of 2008) regional transportation planning framework, a summary of the recent Senate Transportation Subcommittee on Los Angeles-San Diego-San Luis Obispo Rail Corridor Resiliency, and an overview of the California Department of Transportation's recent organizational and policy changes intended to elevate transit and rail within the department.

Recommendation(s)

- A. Adopt a SUPPORT position on AB 1569 (Davies, R-San Juan Capistrano), which would establish safety requirements for school-campus electric bicycle parking.

- B. Adopt a SUPPORT position on AB 2051 (Wicks, D-Oakland), which would establish the Coastal Resilience Permitting Working Group.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

LEGISLATIVE COMMITTEE MEETING AGENDA

4. Federal Legislative Status Report

Clara Brotcke/Kristin Jacinto

Overview

The Orange County Transportation Authority regularly updates the Legislative Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This report provides updates on the Environmental Protection Agency's rescission of the 2009 greenhouse gas Endangerment Finding and related litigation, leadership transitions at the Federal Transit Administration, transportation-related elements of the President's 2026 State of the Union address, and the California Department of Transportation's draft federal surface transportation reauthorization principles.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

Discussion Items

5. Public Comments

6. Chief Executive Officer's Report

7. Committee Members' Reports

8. Adjournment

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

9:30 a.m. on Thursday, April 16, 2026

OCTA Headquarters

Board Room

550 South Main Street

Orange, California



Committee Members Present

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

Staff Present

Jennifer L. Bergener, Deputy Chief Executive Officer
Sahara Meisenheimer, Clerk of the Board Specialist, Senior
Allison Cheshire, Clerk of the Board Specialist, Senior
Andrea West, Clerk of the Board
James Donich, General Counsel
OCTA Staff

Committee Members Absent

Donald P. Wagner, Chair

Call to Order

The February 19, 2026, Legislative and Communications (L&C) Committee meeting was called to order by Committee Vice Chair Foley at 9:00 a.m.

Special Calendar

1. Conference Call with State Legislative Advocate Moira Topp

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

No action was taken on this item.

2. Committee Meeting 2026 Schedule

Jennifer L. Bergener, Deputy Chief Executive Officer (DCEO), presented this item and noted that the recommended start time of the meeting be moved to 9:30 a.m.

A motion was made by Director Jung, seconded by Director Chaffee, and declared passed by those present to approve the 2026 Legislative and Communications Committee meeting calendar.

Director Tavoularis was not present to vote on this item.

3. Roles and Responsibilities of the Legislative and Communications Committee

Jennifer L. Bergener, DCEO, presented this item and noted the removal of “Communications” and outreach related items in the attachment to better align with the related Committee. A scribe’s error was found in the title of the Committee Roles and Responsibilities, and a strikethrough of “and Communications” was missed.

A motion was made by Director Jung, seconded by Director Nguyen, and declared passed by those present to approve the 2026 Legislative Committee Roles and Responsibilities.



Director Tavoularis was not present to vote on this item.

Consent Calendar (Item 4)

4. Approval of Minutes

A motion was made by Director Nguyen, seconded by Director Jung, and declared passed by those present to approve the minutes of the November 20, 2025 Legislative and Communications Committee meeting.

Director Tavoularis was not present to vote on this item.

Regular Calendar

5. State Legislative Status Report

Kristin Jacinto, Executive Director of Government Relations, provided a report on this item and mentioned that on page three of the staff report, "SB 907" should be SB 908.

Director Foley requested a map of areas of potential impact related to SB 79.

A public comment was heard from Don Hammonds.

A motion was made by Director Nguyen, seconded by Director Jung, and declared passed by those present to adopt an OPPOSE UNLESS AMENDED position on SB 677 (Wiener, D-San Francisco), which would clean-up definitions related to previous transit-oriented development legislation, SB 79 (Chapter 512, Statutes of 2025).

Director Tavoularis was not present to vote on this item.

6. Federal Legislative Status Report

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

A public comment was heard from Don Hammonds.

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

7. State Transit Transformation Task Force Final Report

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

A public comment was heard from Don Hammonds.



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

Discussion Items

8. Public Comments

There were no public comments.

9. Chief Executive Officer's Report

Jennifer L. Bergener, DCEO, gave an update on Metrolink service.

10. Committee Members' Reports

There were no Committee Members' Reports.

11. Adjournment

The meeting adjourned at 9:56 a.m.

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

9:30 a.m. on Thursday, March 19, 2026

OCTA Headquarters

Board Room

550 South Main Street

Orange, California

ATTEST

Sahara Meisenheimer
Clerk of the Board Specialist



March 19, 2026

To: Legislative Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: State Legislative Status Report

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" line of the header.

Overview

The Orange County Transportation Authority provides regular updates to the Legislative Committee on policy issues directly impacting its overall programs, projects, and operations. This report includes recommended support positions on two bills: one that would establish a statewide safety requirement for school/campus electric bicycle parking, and the other bill that would create a Coastal Resilience Permitting Working Group to develop recommendations to streamline permitting for coastal resilience projects. The report also provides informational updates on a bill relating to axle weight limits for zero-emission transit buses, a bill that proposes amendments to the SB 375 (Chapter 728, Statutes of 2008) regional transportation planning framework, a summary of the recent Senate Transportation Subcommittee on Los Angeles-San Diego-San Luis Obispo Rail Corridor Resiliency, and an overview of the California Department of Transportation's recent organizational and policy changes intended to elevate transit and rail within the department.

Recommendations

- A. Adopt a SUPPORT position on AB 1569 (Davies, R-San Juan Capistrano), which would establish safety requirements for school-campus electric bicycle parking.
- B. Adopt a SUPPORT position on AB 2051 (Wicks, D-Oakland), which would establish the Coastal Resilience Permitting Working Group.

Discussion

AB 1569 (Davies, R-San Juan Capistrano): pupil safety: electric bicycle (e-bike) parking: safety program.

AB 1569 would require, commencing with the 2027–28 school year, that a local education agency (LEA) that allows pupils in kindergarten through 12th grade to

park an e-bike on campus, must require pupils to complete the e-bike safety and training program developed by the California Highway Patrol (CHP), or a related safety course prescribed by a local government or the local law enforcement authority having jurisdiction over the school, if available. The bill further requires a pupil to submit proof of completion of one of the prescribed courses to their school prior to parking an e-bike on campus.

An LEA (defined as a school district or county office of education) that adopts an e-bike safety policy on or before January 1, 2027 would be exempt from the requirements. The bill establishes the following requirements commencing with the 2027–28 school year:

- An LEA allowing kindergarten through 12th grade students to park an e-bike on campus must require completion of the CHP e-bike safety and training program, or a related safety course, if available, as prescribed by a local government or the local law enforcement authority having jurisdiction over the school.
- A student must submit proof of completion from one of the prescribed courses to their school before parking an e-bike on campus.
- An LEA that has adopted a policy related to e-bike safety on or before January 1, 2027, would be exempt from the requirements.

E-bike usage has increased significantly throughout Orange County, particularly among youth riders, and a 2023 study published in Surgery Open Science found that children aged ten to 13 account for nearly 44 percent of reported e-bike injuries. The higher speeds and longer travel distances enabled by e-bikes increase the importance of structured safety education to improve rider awareness, traffic law compliance, and safe operating behavior, particularly in high-traffic school environments. A SUPPORT position on AB 1569 is consistent with the Orange County Transportation Authority's (OCTA) 2025–26 State Legislative Platform principle to “seek funding and support policies that enhance safety requirements related to the utilization of electric bicycles”. A thorough analysis and copy of the text of this legislation is included as Attachment A.

AB 2051 (Wicks, D-Oakland): public resources: Coastal Resilience Permitting Working Group.

AB 2051 would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group (Working Group) to develop a statewide Coastal Resilience Permitting Roadmap (Roadmap) for projects along the California coast and in the San Francisco Bay. The Roadmap, due to the Governor and Legislature by January 1, 2028, would identify administrative reforms and potential legislative changes to streamline and accelerate permitting for coastal resilience projects.

The Working Group must include representatives from federal, state, and local agencies, including key permitting and resource agencies such as the California Coastal Commission, the Department of Fish and Wildlife, the State Lands Commission, the State Coastal Conservancy, the Ocean Protection Council, and the State Water Resources Control Board. The bill directs the Working Group to evaluate improvements such as streamlined completeness determinations, coordinated interagency review timelines, unified applications, expanded use of regional and programmatic permits, standardized mitigation approaches, delegated approvals, potential consolidated permitting models, and strategies to address regulatory workforce shortages that contribute to permitting delays.

The bill also requires the California Coastal Commission and the San Francisco Bay Conservation and Development Commission to convene a Coastal Resilience Permit Advisory Group by April 1, 2027. The Advisory Group is intended to support the Working Group by providing stakeholder input on proposed permitting reforms and must include representatives from state agencies, including the California Department of Transportation (Caltrans), local governments subject to coastal planning requirements, California ports, local transportation and wastewater agencies, California Native American tribes, and other stakeholders, including business, housing, environmental, environmental justice, and fishing interests.

For OCTA, this is particularly relevant as OCTA owns and maintains over 40 miles of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor within Orange County, including seven miles located directly along the coast. This corridor supports intercity passenger rail, commuter rail, and freight operations critical to regional mobility, economic activity, and national defense. Coastal erosion, bluff instability, sea level rise, and extreme weather events continue to threaten segments of the corridor, particularly in the City of San Clemente, where repeated landslides and bluff failures have resulted in prolonged service disruptions and costly emergency stabilization efforts.

While OCTA has secured substantial state and federal funding for long-term stabilization and resilience improvements, project delivery timelines are significantly affected by overlapping permitting requirements, multi-agency review processes, inconsistent mitigation standards, and staffing constraints at regulatory agencies. Similar permitting challenges can affect transportation infrastructure projects more broadly within the coastal zone where state and federal jurisdiction overlaps.

By establishing a structured process to evaluate administrative streamlining opportunities and recommend targeted reforms, AB 2051 may improve coordination, consistency, and timeline predictability for resilience projects affecting the LOSSAN Rail Corridor and other transportation facilities in coastal areas. The inclusion of local transportation agencies on the Advisory Group provides a potential opportunity for OCTA to help ensure that rail corridor

protection and adaptation projects are clearly recognized within the coastal resilience framework.

This bill is sponsored by the Bay Planning Coalition and the Bay Area Council. A SUPPORT position is consistent with OCTA's 2025–26 State Legislative Platform principle to "Seek funding and other administrative solutions, such as permit streamlining, to support adaptation and resiliency efforts throughout the rail corridor." A thorough analysis and copy of the text of this legislation is included as Attachment B.

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

Sponsored by the California Transit Association (CTA), with the support of bus manufacturers and several transit agencies, AB 1944 would extend and phase down axle weight allowances for zero-emission transit buses procured between January 1, 2027, and December 31, 2031. The bill provides additional time for newly procured zero-emission buses to transition to the current 22,000-pound single-axle curb weight requirement by establishing stepped compliance thresholds through 2031, before fully reverting to the 22,000-pound limit beginning January 1, 2032.

Under existing law, transit buses are generally limited to a maximum gross weight of 20,500 pounds on any one axle, with higher limits authorized for certain articulated and zero-emission transit buses depending on procurement date. For articulated and zero-emission transit buses procured on or after January 1, 2022, the current maximum curb weight on any one axle is 22,000 pounds. At the same time, transit agencies are required to comply with the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation, which mandates a transition to 100 percent zero-emission bus purchases and a fully zero-emission fleet by 2040. Zero-emission bus technologies, including battery-electric and hydrogen fuel cell buses, can weigh more than conventional diesel buses due to onboard energy storage systems and related equipment, which may affect axle weight distribution, especially as batteries and other equipment are added to extend the range the buses can reach.

AB 1944 would permit a maximum axle curb weight of up to 25,000 pounds for zero-emission transit buses procured in 2027, up to 24,000 pounds for those procured in 2028 and 2029, and up to 23,000 pounds for those procured in 2030 and 2031, before returning to 22,000 pounds in 2032. The bill does not modify overall federal highway weight limitations and does not authorize operation in excess of applicable interstate standards.

For OCTA, AB 1944 may be relevant to ongoing implementation of the ICT regulation and long-term zero-emission fleet planning. Axle weight limitations can influence vehicle specifications, procurement timelines, and deployment strategies as manufacturers continue refining zero-emission bus platforms. This item is provided for informational purposes only, and staff will continue to monitor

the bill as it moves through the legislative process. CTA is working closely with the California State Association of Counties and League of California Cities as it moves the bill forward to ensure any concerns can be addressed. A copy of the text of this legislation is included as Attachment C.

SB 1087 (Cabaldon, D-Napa): transportation planning: sustainable communities strategies: Road Maintenance and Rehabilitation Program: local planning grants.

SB 1087 is a bill sponsored by the four largest metropolitan planning organizations (MPO), including the Southern California Association of Governments, with the intent to pursue comprehensive reform of the SB 375 (Chapter 728, Statutes of 2008) planning and approval process. SB 375 was enacted in 2008 and required MPOs as part of the regional transportation plan, to develop a strategy to reduce greenhouse gas emissions, otherwise known as a sustainable communities strategy (SCS). These plans were intended to be developed through a public process that was bottoms-up but ultimately had to meet greenhouse gas emission reduction targets that were set by the CARB. Under SB 375, CARB was also designated with the authority to review the technical methodology MPOs used to estimate the emission reductions achieved by the SCS, and whether the adopted SCS meets the emission reduction goals required.

Since this process was created, multiple challenges have been experienced by MPOs in this process, including delays in the approval process, gaps in transparency within the process, and overall lack of resources to meet the goals prescribed. While SB 375 allows a region that cannot meet the greenhouse gas emission reduction target to instead adopt an alternative planning strategy, in practice, MPOs have not done so due to concerns this would make their region ineligible for state transportation funding programs.

While SB 1087 is intended to be much more significant clean-up legislation, in its initial form, it is relatively narrow in scope. Specifically, the bill would modify the frequency with which an SCS would be included in a regional transportation plan, requiring that beginning January 1, 2027, every second regional transportation plan include an SCS prepared by the MPO.

The bill would also revise the distribution of \$25 million in annual planning funds from the SB 1 (Chapter 5, Statutes of 2017) Road Maintenance and Rehabilitation Program. Under current law, these funds are administered by Caltrans as competitive local planning grants. SB 1087 would instead allocate the \$25 million, upon appropriation by the Legislature, to MPOs based on their share of the statewide population, shifting the distribution model from a competitive grant process to a formula-based allocation. The MPOs then can use the funds for planning efforts to further SCS goals, per guidelines to be developed. While OCTA and cities have previously been successful in securing funds through the current Caltrans competitive process, it's unclear how or if MPOs would suballocate or provide funding under this program.

For OCTA, SB 1087 may have implications for regional transportation planning processes and the structure and administration of planning grant funding. Any future amendments expanding the bill's scope could affect the relationship between metropolitan planning organizations, county transportation commissions, and state agencies, as well as funding access for local and regional projects. This item is for informational purposes only, and staff will continue to monitor SB 1087 and related SB 375 reform discussions and will provide additional analysis should the bill be amended to include broader structural or funding changes. A copy of the text of this legislation is included as Attachment D.

Summary of LOSSAN Subcommittee Hearing on Strengthening Governance and Performance of Southern California Rail

On February 18, 2026, the Senate Transportation Committee's Subcommittee on the LOSSAN Rail Corridor Resiliency held an informational hearing. Presentations were delivered by representatives from the California State Transportation Agency (CalSTA), Caltrans Division of Rail, Metrolink, and Caltrain. The discussion focused on corridor governance under SB 1098 (Chapter 777, Statutes of 2024), fiscal stability of passenger rail operators, coastal resiliency planning, service reliability, and the transition to zero-emission rail technologies. The tone of the hearing reflected urgency and concern regarding corridor performance and long-term solvency.

CalSTA and Caltrans highlighted significant statewide rail investments, including more than \$25 billion in funded projects. Specific to Southern California, CalSTA noted that in October 2024, the State awarded \$125 million in TIRCP funding for emergency resiliency work in the City of San Clemente. That funding leveraged \$80 million from the Trade Corridor Enhancement Program and helped secure an additional \$100 million in federal Consolidated Rail Infrastructure and Safety Improvements funding for the Coastal Rail Infrastructure Resiliency Project. Caltrans also reported that Pacific Surfliner service has been restored to 13 weekday round trips and introduced a new capital project evaluation tool intended to better prioritize investments based on service outcomes. However, Senator Blakespear (D-Laguna Hills) expressed concern that the SB 1098 governance report remains incomplete and questioned whether current oversight structures are delivering improved reliability, faster capital delivery, and meaningful ridership recovery.

A significant portion of the discussion addressed the state's hydrogen train procurement strategy as part of California's zero-emission goals. Caltrans indicated hydrogen technology was selected due to operational constraints on freight-owned corridors that limit electrification. Questions were raised regarding fuel sourcing, long-term costs, and deployment readiness. While support for zero-emission rail was expressed, legislators emphasized the importance of ensuring the strategy is financially and operationally viable before full implementation.

In the second panel, Metrolink's Chief Executive Officer reported gradual ridership growth, particularly among students and weekend riders, following implementation of a revised all-day service model. However, farebox recovery has declined from approximately 33 percent pre-pandemic to roughly 11 percent, with member agencies now covering nearly 75 percent of operating costs. Potential reductions in county contributions may require service adjustments absent a sustainable funding solution. Caltrain reported strong ridership gains following electrification, including significant weekend growth, but similarly faces a structural operating deficit due to long-term shifts in commuting patterns. Both operators underscored the need for stable operating funding.

Overall, legislators conveyed concern that without structural reform, improved accountability, and long-term funding stability, the corridor faces continued performance and financial challenges. The discussion focused on potential coordinated governance, disciplined capital prioritization, and sustained engagement in resiliency planning efforts, particularly in areas such as the City of San Clemente that are critical to corridor continuity.

California Department of Transportation Organizational Updates

On February 9, 2026, Caltrans announced a series of organizational and policy changes intended to elevate transit and rail within the department's structure and project delivery framework. The announcement signals a stronger emphasis on integrating transit into highway planning and aligning transportation investments with statewide climate, mobility, and equity goals.

Caltrans is creating a Deputy Director for Transit Rail Programs and has issued its first comprehensive Director's Policy on Transit. The Director's Policy on Transit outlines a "transit-first" approach to projects on the state highway system, emphasizing transit-priority treatments such as dedicated bus lanes and signal priority. The policy is intended to reduce travel times, improve safety, enhance transit competitiveness, and support reductions in greenhouse gas emissions and vehicle dependence.

Caltrans is also restoring the Division of Mass Transportation to establish a dedicated team focused on improving the reliability, connectivity, and delivery of transit services statewide. In addition, Caltrans announced the formation of the California Transit Advisory Committee, which will provide strategic input and technical guidance to support implementation of the Director's Policy on Transit and related transit initiatives. Membership is limited to up to 20 representatives reflecting geographic diversity and a range of stakeholders, including transit operators, local governments, regional transportation planning agencies, universities, advocacy organizations, community-based organizations, and representatives of disadvantaged communities. Members will serve two-year terms, and meetings will occur quarterly. Caltrans has opened a public nomination and application process, with applications currently due by

April 30, 2026, after which appointments will be made to establish the inaugural committee.

Increased coordination between Caltrans' transit and rail leadership and regional agencies may influence how intercity rail, passenger rail, and highway interface projects are developed and delivered. Continued engagement will help ensure Orange County's operational and long-term mobility priorities are reflected in evolving statewide transit policy. It is expected that work will continue over the next few months, including coordination through advocacy groups such as the Self-Help Counties Coalition and CTA to better understand the goals of these programs and ensure alignment with local priorities. Staff will provide updates as they become available.

Summary

This report recommends SUPPORT positions on two bills: a bill that would establish a statewide safety requirement for school/campus electric bicycle parking, and a bill that would create a Coastal Resilience Permitting Working Group to streamline permitting for coastal resilience projects. The report also includes informational updates on a bill related to bus axle weight limits and a bill related to SB 375 reform. This report also includes summaries of the recent Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency Subcommittee hearing and the California Department of Transportation's new transit-focused organizational and policy initiatives.

Attachments

- A. AB 1569 (Davies, R-San Juan Capistrano) Bill Analysis with Bill Language
- B. AB 2051 (Wicks, D-Oakland) Bill Analysis with Bill Language
- C. AB 1944 (Lee, D-Milpitas) Bill Language
- D. SB 1087 (Cabaldon, D-Napa) Bill Language
- E. Orange County Transportation Authority Legislative Matrix

Prepared by:



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

Approved by:



Kristin Jacinto
Executive Director,
Government Relations
(714) 560-5754

BILL: AB 1569 (Davies, R-San Juan Capistrano)
Introduced January 12, 2026

SUBJECT: AB 1569 establishes a statewide requirement for kindergarten through 12th grade students to complete electric bicycle safety training as a condition of school-campus parking

STATUS: Pending in Assembly Committee on Education

SUMMARY AS OF MARCH 9, 2026:

AB 1569 establishes a statewide safety baseline for kindergarten through 12th grade (K-12) students who park class 1, 2, or 3 electric bicycles (e-bike) on school campuses. The bill is intended to promote safe riding practices and improve student awareness of traffic laws as youth e-bike usage increases statewide. Beginning in the 2027–28 school year, a local education agency (LEA), defined as a school district or county office of education, that allows e-bike parking on campus must require students to complete either the e-bike safety and training program developed by the California Highway Patrol or a related safety course prescribed by a local government or the local law enforcement agency with jurisdiction, if one is available. Students must submit proof of course completion to their school before being permitted to park an e-bike on campus. An LEA that has adopted an e-bike safety policy on or before January 1, 2027, are exempt from these requirements.

The bill does not establish penalties, fines, or a state enforcement mechanism. Compliance would instead be enforced administratively through each LEA’s authority to condition campus parking privileges.

EFFECTS ON ORANGE COUNTY:

AB 1569 aligns with the Orange County Transportation Authority’s (OCTA) ongoing efforts to improve safety outcomes for active transportation users, including youth e-bike riders.

Youth e-bike usage has increased throughout Orange County, particularly for school commuting. E-bikes enable higher speeds and longer travel distances than traditional bicycles, which may increase safety risks when operated without adequate training or understanding of traffic laws.

By establishing a statewide safety baseline, AB 1569 may:

- Promote consistent safety standards and messaging across school districts
- Improve student knowledge of traffic laws and safe riding practices
- Encourage early adoption of responsible operating behavior
- Reduce potential safety conflicts on school campuses and surrounding roadways

OCTA may have opportunities to coordinate public messaging, align safety education efforts, and support regional consistency through partnerships. A SUPPORT position is consistent with OCTA’s 2025–26 State Legislative Platform principle to “Seek funding and support policies and projects to increase safety requirements related to the utilization of electric bicycles.”

OCTA POSITION:

Staff recommends: SUPPORT

AMENDED IN ASSEMBLY MARCH 9, 2026

CALIFORNIA LEGISLATURE — 2025–26 regular session

ASSEMBLY BILL

No. 1569

Introduced by Assembly Members Davies and Chen

January 12, 2026

An act to add Article 9 (commencing with Section 49397) to Chapter 8 of Part 27 of Division 4 of Title 2 of the Education Code, relating to pupil safety.

LEGISLATIVE COUNSEL'S DIGEST

AB 1569, as amended, Davies. Pupil safety: electric bicycle parking: safety program.

Existing law authorizes the governing board of any school district having jurisdiction over elementary, intermediate, junior high, or high school to provide time and facilities to local law enforcement agency having jurisdiction over the school of the district for bicycle, scooter, electric bicycle, motorized bicycle, or motorized scooter safety instruction. Existing law prohibits a person from driving or parking a vehicle or animal upon the driveways, paths, parking facilities, or grounds of specific public entities, including a public school or an educational institution exempted, in whole or in part, from taxation, except with the permission of, and subject to any condition or regulation that may be imposed by, the governing body of the specified public entity. Existing law authorizes a public agency to adopt rules or regulations to restrict, or specify the conditions for, the use of bicycles, motorized bicycles, electric bicycles, skateboards, electrically motorized boards, and roller skates on public property under the jurisdiction of that agency.

AB1569

This bill would require each *school district and county office of education* that allows pupils in kindergarten or any of grades 1 to 12, inclusive, to park a class 1, 2, or 3 electric bicycle, as defined, on campus ~~during regular school hours~~ to require pupils to complete the electric bicycle safety and training program developed by the Department of the California Highway Patrol, as provided, or a related safety course, as specified, as a condition for parking on campus. The bill would also require a pupil to submit proof of completion of the above-described course to their school before parking their class 1, 2, or 3 electric bicycle on the school ~~campus during school hours~~ campus. The bill would exempt ~~schools~~ *school districts and county offices of education* that adopted a policy related to electric bicycle safety, on or before January 1, 2027, from the above-described requirements.

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

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

~~1 SECTION 1. Article 9 (commencing with Section 49397) is
2 added to Chapter 9 of Part 27 of Division 4 of Title 2 of the
3 Education Code, to read:~~

4 *SECTION 1. Article 9 (commencing with Section 49397) is*
5 *added to Chapter 8 of Part 27 of Division 4 of Title 2 of the*
6 *Education Code to read:*

7
8
9

Article 9. Electric Bicycle Safety

10 49397. (a) Commencing with the 2027–28 school year, a
11 ~~school~~ *local educational agency* that allows pupils in kindergarten
12 or any of grades 1 to 12, inclusive, to park a class 1, 2, or 3 electric
13 bicycle on campus ~~during regular school hours~~ shall require pupils
14 to complete the electric bicycle safety and training program
15 developed by the Department of the California Highway Patrol
16 pursuant to Section 894 of the Streets and Highway Code, or a
17 related safety course, if one is available, as prescribed by *a local*
18 *government* or the local law enforcement authority having
19 jurisdiction over the school, as a condition for parking on campus.

20 (b) A pupil shall submit proof of completion from one of the
21 prescribed courses described in subdivision (a) to their school

1 before parking their class 1, 2, or 3 electric bicycle on the school
2 ~~campus during regular school hours.~~ *campus.*

3 (c) A ~~school~~ *local educational agency* that has adopted a policy.
4 related to electric bicycle safety on or before January 1, 2027, shall
5 be exempt from the requirements of this section.

6 (d) For purposes of this section, ~~class~~ *the following definitions*
7 *apply:*

8 (1) "Class 1 electric bicycle," "class 2 electric bicycle," and
9 "class 3 electric bicycle" shall have the same meanings as
10 prescribed in Section 312.5 of the Vehicle Code.

11 (2) "*Local educational agency*" means a school district or
county office of education

BILL: AB 2051 (Wicks, D-Oakland)
Introduced February 18, 2026

SUBJECT: AB 2051 would establish a state Coastal Resilience Permitting Working Group to streamline and accelerate permitting for coastal resilience and adaptation.

STATUS: Pending in Assembly

SUMMARY AS OF MARCH 3, 2026:

AB 2051 establishes a Coastal Resilience Permitting Working Group to develop a statewide Coastal Resilience Permitting Roadmap (Roadmap) intended to streamline and accelerate permitting for coastal resilience and sea level rise adaptation projects along the California coast and in the San Francisco Bay. The bill requires the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene the Working Group and submit the Roadmap to the Governor and the Legislature by January 1, 2028. The Working Group is to include representatives from federal, state, and local agencies, including, but not limited to, the California Coastal Commission, the California Environmental Protection Agency, the Department of Fish and Wildlife, the State Lands Commission, the State Coastal Conservancy, the Ocean Protection Council, the State Water Resources Control Board, and other relevant permitting and resource agencies.

The Roadmap must include recommendations to improve permitting timelines and coordination within existing authority. This includes streamlining completeness determinations, coordinating interagency review processes, developing more unified and predictable application procedures, establishing structured interagency project management approaches, standardizing mitigation requirements, expanding the use of regional and programmatic permits, evaluating pilot or consolidated permitting approaches, identifying potential legislative reforms, and assessing workforce needs and funding strategies to address staffing shortages that contribute to delays.

AB 2051 also requires the California Coastal Commission and the San Francisco Bay Conservation and Development Commission, in collaboration with other relevant agencies, to convene a Coastal Resilience Permit Advisory Group by April 1, 2027. The Advisory Group is intended to support the Working Group by providing stakeholder input and feedback on proposed permitting reforms. Membership must include state agencies, local governments, ports, local transportation agencies, wastewater agencies, tribes, and other stakeholders.

EFFECTS ON ORANGE COUNTY:

Existing law establishes a multi-agency coastal permitting framework involving state and federal agencies with jurisdiction over projects in or adjacent to coastal and tidally influenced areas. Coastal development and resilience projects often require approvals from multiple agencies operating under distinct statutory authorities and timelines.

Project-specific study requirements and overlapping jurisdictions can extend permitting timelines for infrastructure projects.

The Orange County Transportation Authority (OCTA) owns and maintains over 40 miles of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor within Orange County, including seven miles located directly along the coast. This corridor supports intercity passenger rail, commuter rail, and freight service critical to regional mobility, economic activity, and national defense operations.

Segments of the corridor, particularly in the City of San Clemente, are vulnerable to coastal erosion, bluff instability, sea level rise, and extreme weather events. In recent years, landslides and bluff failures have required repeated emergency stabilization efforts and have resulted in prolonged service disruptions. OCTA has secured substantial state and federal funding for long-term stabilization and resilience improvements; however, project delivery timelines are significantly affected by multi-agency permitting requirements and extended review processes. By directing state agencies to evaluate administrative streamlining measures and coordinated review processes, AB 2051 may improve predictability, consistency, and processing timelines for coastal resilience projects affecting the LOSSAN Rail Corridor. Expanded use of programmatic permits, standardized mitigation approaches, and improved interagency coordination could also help alleviate permitting challenges for transportation projects more broadly within the coastal zone where state and federal jurisdiction overlaps.

AB 2051 may provide the following potential benefits for Orange County and the LOSSAN Rail Corridor:

- Improved coordination among permitting agencies, reducing duplicative review and increasing timeline predictability.
- Greater consistency in mitigation standards and expectations across agencies.
- Expanded use of programmatic or regional permits that may be applicable to recurring stabilization activities.
- Evaluation of consolidated or pilot permitting approaches that could reduce overall processing time for resilience projects.
- Assessment of regulatory staffing needs, which may lead to funding strategies that address capacity constraints contributing to delays.

The inclusion of local transportation agencies on the Advisory Group provides OCTA with a potential opportunity to help shape proposed permitting reforms and ensure that rail corridor protection and adaptation projects are recognized as coastal resilience projects.

AB 2051 is sponsored by the Bay Planning Coalition and the Bay Area Council. A SUPPORT position is consistent with OCTA's 2025–26 State Legislative Platform principle to “Seek funding and other administrative solutions, such as permit streamlining, to support adaptation and resiliency efforts throughout the rail corridor.”

OCTA POSITION:

Staff recommends: SUPPORT

ASSEMBLY BILL

No. 2051

Introduced by Assembly Member Wicks

February 18, 2026

An act to add Division 20.8 (commencing with Section 30990) to the Public Resources Code, relating to public resources.

LEGISLATIVE COUNSEL'S DIGEST

AB 2051, as introduced, Wicks. Public resources: Coastal Resilience Permitting Working Group.

Existing law establishes the Natural Resources Agency and vests the agency with jurisdiction over various public resources. Existing law establishes the California Environmental Protection Agency and sets out its mission for programs, policies, and standards. Under existing law, various state entities, including the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife have responsibilities with respect to coastal permitting and development.

This bill would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas. The bill would require the Coastal Resilience Permitting Working Group to consist of representatives from federal, state, and local agencies, including, among others, the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife. The bill would, on or before January 1, 2028, require the Secretary of the Natural Resources Agency to submit the Coastal Resilience Permitting Roadmap

to the Governor and the relevant fiscal and policy committees of the Legislature. The bill would require, on or before April 1, 2027, the California Coastal Commission and the San Francisco Bay Conservation and Development Commission, in collaboration with the Department of Fish and Wildlife and the California Regional Water Quality Boards with jurisdiction over the coast and the San Francisco Bay, to convene a Coastal Resilience Permit Advisory Group to support the deliberations of the Coastal Resilience Permitting Working Group.

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

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

1 SECTION 1. Division 20.8 (commencing with Section 30990)
2 is added to the Public Resources Code, to read:

3

4 DIVISION 20.8. COASTAL RESILIENCE

5

6 30990. (a) The Legislature finds and declares all of the
7 following:

8 (1) The Ocean Protection Council’s 2024 State of California
9 Sea Level Rise Guidance includes a projection that by the year
10 2100, statewide averaged sea levels are expected to rise between
11 1.6 feet and 3.1 feet under the Intermediate-Low and Intermediate
12 Scenarios.

13 (2) The Ocean Protection Council’s guidance also notes that
14 higher amounts of up to 6.6 feet or more of sea level rise in very
15 high risk, low-probability cases cannot be ruled out.

16 (3) In 2023, the Metropolitan Transportation Commission of
17 the San Francisco Bay area, in consultation with the Association
18 of Bay Area Governments and the San Francisco Bay Conservation
19 and Development Commission, published the Sea Level Rise
20 Adaptation Funding and Investment Framework Final Report with
21 an estimate of one hundred ten billion dollars (\$110,000,000,000)
22 to adapt San Francisco Bay communities and critical infrastructure
23 to sea level rise by 2050.

24 (4) In 2024, the Legislature adopted Division 20.6.9
25 (commencing with Section 30985) requiring the California Coastal
26 Commission and the San Francisco Bay Conservation and
27 Development Commission to publish guidelines for the preparation

1 of sea level rise plans and for local communities to seek review
2 and approval of these plans by 2034 to remain eligible for resilience
3 funding from the state.

4 (5) Construction activities along the California coast and in the
5 San Francisco Bay in federal waters are regulated by a wide range
6 of state and federal agencies operating under a comprehensive set
7 of state and federal environmental laws.

8 (6) The National Oceanic and Atmospheric Administration’s
9 North-Central California Coastal Sediment Coordination
10 Committee published a 2024 Efficient Permitting Roadmap that
11 provides a description of permitting roles for state and federal
12 agencies and preferred approaches for habitat restoration projects.

13 (7) Together, these laws and the work of these agencies, provide
14 critical protection for the health of the Pacific Ocean and the San
15 Francisco Bay.

16 (8) The combination of overlapping, and sometimes duplicative,
17 federal and state authorities, requirements for project-specific
18 studies, limited regulatory agency staffing, interagency
19 coordination needs, and inconsistency and uncertainty regarding
20 mitigation requirements results in extended permitting timelines
21 for all projects in or adjacent to federal waters, including coastal
22 resilience projects.

23 (9) Permitting staff positions at relevant agencies require
24 extensive education and experience regarding complex ecosystems
25 and marine environments, and related expertise such as knowledge
26 of historic and cultural resources.

27 (10) Numerous reports, including the California Coastal
28 Commission 2021–2025 Workforce Plan, the University of
29 California Berkeley Labor Center’s “Civil Service Vacancies in
30 California: 2022–2023,” the Central Coast Regional Water Quality
31 Control Board’s 2022 Executive Officer’s Report, and the 2025
32 National Conference of State Historic Preservation Officer’s
33 Workforce Report, document the challenge of recruiting and
34 retaining qualified staff to process complicated permit applications.

35 (11) The Governor and the Legislature have previously
36 addressed permitting timelines and processes related to rebuilding
37 after natural disasters such as the January 2025 wildfires, and to
38 facilitate timely development and permitting of offshore wind and
39 transmission facilities in the state.

1 (b) Given the myriad of benefits from coastal resilience projects
2 to California communities, the Secretary of the Natural Resources
3 Agency shall develop a Coastal Resilience Permitting Roadmap
4 with recommendations for process improvements and legislative
5 reforms that will enable efficient and timely delivery of
6 environmental approvals for these projects, as provided in Section
7 30991.

8 30991. (a) (1) The Secretary of the Natural Resources Agency,
9 in consultation with the Secretary for Environmental Protection,
10 shall convene a Coastal Resilience Permitting Working Group for
11 the purpose of developing a Coastal Resilience Permitting
12 Roadmap for coastal resilience projects proposed along the
13 California coast and in the San Francisco Bay, and in and adjacent
14 to state and federal waters.

15 (2) The Coastal Resilience Permitting Working Group shall
16 consist of representatives from federal, state, and local agencies,
17 including, but not limited to, representatives from all of the
18 following entities:

19 (A) The California Coastal Commission.

20 (B) The California Environmental Protection Agency.

21 (C) The California Regional Water Quality Control Boards, San
22 Francisco Bay, North Coast, and Central Coast.

23 (D) The Department of Fish and Wildlife.

24 (E) The Governor's Office of Land Use and Climate Innovation.

25 (F) The Natural Resources Agency.

26 (G) The Ocean Protection Council.

27 (H) The San Francisco Bay Conservation and Development
28 Commission.

29 (I) The State Coastal Conservancy.

30 (J) The State Historical Resources Commission.

31 (K) The State Lands Commission.

32 (L) The State Office of Historic Preservation.

33 (M) The State Water Resources Control Board.

34 (3) Development of the Coastal Resilience Permitting Roadmap
35 shall incorporate, but not delay, progress to advance responsible
36 permitting and development of coastal resilience projects.

37 (b) (1) On or before January 1, 2028, the Secretary of the
38 Natural Resources Agency shall submit the Coastal Resilience
39 Permitting Roadmap to the Governor and the relevant fiscal and
40 policy committees of the Legislature.

1 (2) The plan submitted to the Legislature pursuant to paragraph
2 (1) shall be submitted in compliance with Section 9795 of the
3 Government Code.

4 (3) Pursuant to Section 10231.5 of the Government Code, this
5 subdivision shall become inoperative on January 1, 2032.

6 (c) The Coastal Resilience Permitting Roadmap developed
7 pursuant to paragraph (1) of subdivision (a) shall include, at a
8 minimum, recommendations that address all of the following:

9 (1) Administrative reforms that can be implemented by state
10 agencies within their existing authority to improve permit issuance
11 timelines, including all of the following:

12 (A) Streamlining the process for determinations that applications
13 are complete, including limits on additional information requests
14 and timelines for initial and successive reviews.

15 (B) Unified applications with a predictable sequence and
16 timeline of permitting information requests and interagency
17 reviews.

18 (C) An interagency project management team for multiagency
19 permitting, modeled on the Bay Restoration Regulatory Integration
20 Team.

21 (D) Methods to standardize compensatory mitigation across
22 agencies, including use of engineering with nature features to
23 enable projects to self-mitigate and a de minimis fill policy that
24 allows de minimis fill within defined thresholds without the need
25 to mitigate.

26 (E) Delegating permit issuance to executive officers or using
27 consent calendars when commission or board action is required
28 by law.

29 (F) Expanded use of regional general permits and programmatic
30 agreements for known categories of coastal resilience projects.

31 (G) Process improvements that allow for permit approval earlier
32 in the design process, and for subsequent design changes arising
33 from field conditions and in-depth engineering analysis.

34 (H) Standard measures that can be applied to pile driving and
35 fill placement techniques, and other practices that are known to
36 safeguard marine resources, including the types of conditions under
37 which these measures should be utilized and can be scaled to
38 varying project scope and footprint.

39 (2) A state process to align agency mitigation requirements and
40 enable in-lieu fees or advance mitigation through which applicants

1 can contribute funding to eligible restoration or mitigation
2 initiatives, thereby avoiding temporal loss of habitat and associated
3 increased mitigation requirements, and reducing the need for
4 individual applicants to develop and implement project-specific
5 compensatory mitigation projects.

6 (3) Legislative reforms that can further accelerate permitting
7 for projects that increase coastal resilience, with a focus on current
8 legislative requirements that result in extensive analysis that could
9 be avoided by application of standardized compensatory mitigation,
10 advance mitigation, or standard construction practices.

11 (4) If needed to test alternative approaches, a coastal resilience
12 project pilot program along with any required legislative
13 authorizations to evaluate the effectiveness of recommended
14 reforms and environmental protection.

15 (5) An evaluation of whether consolidated coastal resilience
16 permits similar to those provided in Division 20 (commencing
17 with Section 30000) for offshore wind projects would facilitate
18 timely permits.

19 (6) A workforce assessment and funding options for regulatory
20 staffing positions and as-needed permitting support contracts to
21 supplement staff, including a specific analysis of recommended
22 pay scales needed to recruit and retain permitting staff that reflect
23 the educational requirements for these positions, the cost of living
24 in areas where these staff live and work, and private sector
25 compensation for similar skills.

26 (d) To support deliberations of the Coastal Resilience Permitting
27 Working Group, on or before April 1, 2027, the California Coastal
28 Commission and the San Francisco Bay Conservation and
29 Development Commission, in collaboration with the Department
30 of Fish and Wildlife, and the California Regional Water Quality
31 Control Boards with jurisdiction over the California coast and San
32 Francisco Bay, shall convene a Coastal Resilience Permit Advisory
33 Group. Coastal Resilience Permit Advisory Group membership
34 shall include, but not be limited to, representatives of each of the
35 following:

36 (1) The Department of Transportation, the State Coastal
37 Conservancy, and other relevant state agencies that seek permits
38 for projects in coastal areas.

39 (2) Local governments subject to the requirements of Division
40 20.6.9 (commencing with Section 30895).

1 (3) California ports.

2 (4) Local transportation agencies and wastewater treatment
3 agencies.

4 (5) California Native American tribes that are on the contact
5 list administered and maintained by the Native American Heritage
6 Commission.

7 (6) Other members of the public, including businesses, home
8 and affordable housing builders, commercial and recreational
9 fishers, environmental organizations, environmental justice
10 organizations, and others.

11 (e) The California Coastal Commission and the San Francisco
12 Bay Conservation and Development Commission, in consultation
13 with the Department of Fish and Wildlife, and the California
14 Regional Water Quality Control Boards with jurisdiction over the
15 California coast and San Francisco Bay, shall conduct a series of
16 public workshops with the Coastal Resilience Permit Advisory
17 Group or subgroups thereof to do all of the following:

18 (1) Solicit feedback regarding challenges with existing
19 permitting processes, and recommendations and concerns from
20 permittees and other interested parties regarding streamlining
21 proposals.

22 (2) Review and seek comment on draft reform proposals from
23 the Coastal Resilience Permitting Working Group's Coastal
24 Resilience Permitting Roadmap.

ASSEMBLY BILL**No. 1944**

Introduced by Assembly Member LeeFebruary 13, 2026

An act to amend Section 35554 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AB 1944, as introduced, Lee. Zero-emission transit buses: axle weight.

Existing law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Existing law, notwithstanding the previous provisions, sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. A violation of this provision is a crime.

This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive.

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

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

1 SECTION 1. Section 35554 of the Vehicle Code is amended
2 to read:
3 35554. (a) (1) Notwithstanding Section 35550, the maximum
4 gross weight on any one axle of a bus shall not exceed 20,500
5 pounds.
6 (2) This subdivision does not apply to a transit bus procured
7 through a solicitation process pursuant to which a solicitation was
8 issued before January 1, 2016. This subdivision does not apply to
9 a bus purchased during an option period in a multiyear contract to
10 purchase transit buses that is entered into before January 1, 2016,
11 by a publicly owned or operated transit system, or an operator of
12 a transit system under contract with a publicly owned or operated
13 transit system, provided, however, that the option period does not
14 exceed five years from the date of the original contract, or extend
15 beyond January 1, 2021, whichever is earlier.
16 (b) A transit bus is not subject to Section 35550.
17 (c) Notwithstanding subdivision (a), the following provisions
18 shall apply to a transit bus:
19 (1) The curb weight on any one axle of a transit bus procured
20 through a solicitation process pursuant to which a solicitation was
21 issued between January 1, 2016, and December 31, 2018, inclusive,
22 shall not exceed 23,000 pounds.
23 (2) The curb weight on any one axle of a transit bus procured
24 through a solicitation process pursuant to which a solicitation was
25 issued on or after January 1, 2019, shall not exceed 22,000 pounds.
26 (d) Notwithstanding subdivisions (a) and (c), the following
27 provisions shall apply to an articulated transit bus or zero-emission
28 transit bus:
29 (1) The curb weight on any one axle of an articulated transit
30 bus or zero-emission transit bus procured through a solicitation
31 process pursuant to which a solicitation was issued between
32 January 1, 2016, and December 31, 2017, inclusive, shall not
33 exceed 25,000 pounds.
34 (2) The curb weight on any one axle of an articulated transit
35 bus or zero-emission transit bus procured through a solicitation

1 process pursuant to which a solicitation was issued between
2 January 1, 2018, and December 31, 2019, inclusive, shall not
3 exceed 24,000 pounds.

4 (3) The curb weight on any one axle of an articulated transit
5 bus or zero-emission transit bus procured through a solicitation
6 process pursuant to which a solicitation was issued between
7 January 1, 2020, and December 31, 2021, inclusive, shall not
8 exceed 23,000 pounds.

9 (4) The curb weight on any one axle of an articulated transit
10 bus or zero-emission transit bus procured through a solicitation
11 process pursuant to which a solicitation was issued on or after
12 January 1, 2022, shall not exceed 22,000 pounds.

13 (e) *Notwithstanding subdivisions (a), (c), and (d), the following*
14 *provisions shall apply to a zero-emission transit bus:*

15 (1) *The curb weight on any one axle of a zero-emission transit*
16 *bus procured through a solicitation process pursuant to which a*
17 *solicitation was issued between January 1, 2027, and December*
18 *31, 2027, inclusive, shall not exceed 25,000 pounds.*

19 (2) *The curb weight on any one axle of a zero-emission transit*
20 *bus procured through a solicitation process pursuant to which a*
21 *solicitation was issued between January 1, 2028, and December*
22 *31, 2029, inclusive, shall not exceed 24,000 pounds.*

23 (3) *The curb weight on any one axle of a zero-emission transit*
24 *bus procured through a solicitation process pursuant to which a*
25 *solicitation was issued between January 1, 2030, and December*
26 *31, 2031, inclusive, shall not exceed 23,000 pounds.*

27 (4) *The curb weight on any one axle of a zero-emission transit*
28 *bus procured through a solicitation process pursuant to which a*
29 *solicitation was issued on or after January 1, 2032, shall not*
30 *exceed 22,000 pounds.*

31 ~~(e)~~

32 (f) Nothing in this article shall be construed to authorize a
33 vehicle described in paragraph (2) of subdivision (a) or described
34 in subdivision ~~(e)~~ or ~~(d)~~ (c), (d), or (e) to be operated in violation
35 of Section 35753.

36 ~~(f)~~

37 (g) A transit operator operating an articulated transit bus shall,
38 by July 1, 2016, provide notice to all cities and counties in whose
39 jurisdiction the bus will operate in the upcoming calendar year,
40 identifying the approximate routes upon which the bus is expected

1 to be scheduled for service, including the names of streets and
2 roads upon which that service is likely to take place. Thereafter,
3 a transit operator operating an articulated transit bus shall annually
4 provide notice by July 1, to all cities and counties in whose
5 jurisdiction the bus will operate in the upcoming calendar year,
6 identifying any changes to the service on those routes and any new
7 routes upon which the bus is expected to be scheduled for the
8 upcoming year. The notice shall include data from information
9 provided by the bus manufacturer to the transit operator, identifying
10 the weight of the articulated bus.

11 ~~(g)~~
12 (h) For purposes of this section, the term “curb weight” means
13 the total weight of a fully loaded transit bus, including maximum
14 fuel, oil, and coolant, and all equipment used in the normal
15 operation of the bus, except without passengers or a driver.

16 ~~(h)~~
17 (i) Notwithstanding subdivisions (a) to ~~(g)~~, (h), inclusive, a
18 transit bus shall not operate on the Dwight D. Eisenhower System
19 of Interstate and Defense Highways in excess of the weight
20 limitation for transit buses specified in federal law.

21 ~~(i)~~
22 (j) If the gross weight imposed upon the highway by the wheels
23 on any one axle of a transit bus exceeds 20,000 pounds, the axle
24 shall be supported by four wheels bearing load upon the highway.

SENATE BILL

No. 1087

Introduced by Senator Cabaldon

February 13, 2026

An act to amend Section 65080 of the Government Code, and to amend Sections 2032 and 2033.5 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1087, as introduced, Cabaldon. Transportation planning: sustainable communities strategies: Road Maintenance and Rehabilitation Program: local planning grants.

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

This bill would instead require, on and after January 1, 2027, every 2nd regional transportation plan prepared and adopted by those transportation planning agencies to include a sustainable communities strategy prepared by a metropolitan planning organization.

(2) Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various moneys, including revenues from certain fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. Existing law requires funds in the account to be allocated for various purposes, including, among others, \$25,000,000, upon appropriation by the Legislature, for local planning grants to

encourage local and regional planning that furthers state goals, as provided.

This bill would instead require that \$25,000,000, upon appropriation by the Legislature, to be allocated to specified local entities based on their share of the statewide population for the same purposes, as provided.

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

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

1 SECTION 1. Section 65080 of the Government Code is
2 amended to read:

3 65080. (a) Each transportation planning agency designated
4 under Section 29532 or 29532.1 shall prepare and adopt a regional
5 transportation plan directed at achieving a coordinated and balanced
6 regional transportation system, including, but not limited to, mass
7 transportation, highway, railroad, maritime, bicycle, pedestrian,
8 goods movement, and aviation facilities and services. The plan
9 shall be action-oriented and pragmatic, considering both the
10 short-term and long-term future, and shall present clear, concise
11 policy guidance to local and state officials. The regional
12 transportation plan shall consider factors specified in Section 134
13 of Title 23 of the United States Code. Each transportation planning
14 agency shall consider and incorporate, as appropriate, the
15 transportation plans of cities, counties, districts, private
16 organizations, and state and federal agencies.

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

19 (1) A policy element that describes the transportation issues in
20 the region, identifies and quantifies regional needs, and describes
21 the desired short-range and long-range transportation goals, and
22 pragmatic objective and policy statements. The objective and policy
23 statements shall be consistent with the funding estimates of the
24 financial element. The policy element of transportation planning
25 agencies with populations that exceed 200,000 persons may
26 quantify a set of indicators, including, but not limited to, all of the
27 following:

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

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

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

10 (i) Single-occupant vehicle.

11 (ii) Multiple occupant vehicle or carpool.

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

13 (iv) Walking.

14 (v) Bicycling.

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

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

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

26 (2) ~~A~~ *On and after January 1, 2027, for every second regional*
27 *transportation plan prepared, a sustainable communities strategy*
28 *prepared by each metropolitan planning organization as follows:*

29 (A) No later than September 30, 2010, the State Air Resources
30 Board shall provide each affected region with greenhouse gas
31 emission reduction targets for the automobile and light truck sector
32 for 2020 and 2035, respectively.

33 (i) No later than January 31, 2009, the State Air Resources Board
34 shall appoint a Regional Targets Advisory Committee to
35 recommend factors to be considered and methodologies to be used
36 for setting greenhouse gas emission reduction targets for the
37 affected regions. The committee shall be composed of
38 representatives of the metropolitan planning organizations, affected
39 air districts, the League of California Cities, the California State
40 Association of Counties, local transportation agencies, and

1 members of the public, including homebuilders, environmental
2 organizations, planning organizations, environmental justice
3 organizations, affordable housing organizations, and others. The
4 advisory committee shall transmit a report with its
5 recommendations to the State Air Resources Board no later than
6 September 30, 2009. In recommending factors to be considered
7 and methodologies to be used, the advisory committee may
8 consider any relevant issues, including, but not limited to, data
9 needs, modeling techniques, growth forecasts, the impacts of
10 regional jobs-housing balance on interregional travel and
11 greenhouse gas emissions, economic and demographic trends, the
12 magnitude of greenhouse gas reduction benefits from a variety of
13 land use and transportation strategies, and appropriate methods to
14 describe regional targets and to monitor performance in attaining
15 those targets. The State Air Resources Board shall consider the
16 report before setting the targets.

17 (ii) Before setting the targets for a region, the State Air
18 Resources Board shall exchange technical information with the
19 metropolitan planning organization and the affected air district.
20 The metropolitan planning organization may recommend a target
21 for the region. The metropolitan planning organization shall hold
22 at least one public workshop within the region after receipt of the
23 report from the advisory committee. The State Air Resources Board
24 shall release draft targets for each region no later than June 30,
25 2010.

26 (iii) In establishing these targets, the State Air Resources Board
27 shall take into account greenhouse gas emission reductions that
28 will be achieved by improved vehicle emission standards, changes
29 in fuel composition, and other measures it has approved that will
30 reduce the emissions of greenhouse gases in the affected regions,
31 and prospective measures the State Air Resources Board plans to
32 adopt to reduce the emissions of greenhouse gases from other
33 greenhouse gas emission sources as defined in subdivision (i) of
34 Section 38505 of the Health and Safety Code and consistent with
35 the regulations adopted pursuant to the California Global Warming
36 Solutions Act of 2006 (Division 25.5 (commencing with Section
37 38500) of the Health and Safety Code), including Section 38566
38 of the Health and Safety Code.

39 (iv) The State Air Resources Board shall update the regional
40 greenhouse gas emission reduction targets every eight years

1 consistent with each metropolitan planning organization's
2 timeframe for updating its regional transportation plan under
3 federal law until 2050. The State Air Resources Board may revise
4 the targets every four years based on changes in the factors
5 considered under clause (iii). The State Air Resources Board shall
6 exchange technical information with the Department of
7 Transportation, metropolitan planning organizations, local
8 governments, and affected air districts and engage in a consultative
9 process with public and private stakeholders, before updating these
10 targets.

11 (v) The greenhouse gas emission reduction targets may be
12 expressed in gross tons, tons per capita, tons per household, or in
13 any other metric deemed appropriate by the State Air Resources
14 Board.

15 (B) Each metropolitan planning organization shall prepare a
16 sustainable communities strategy, subject to the requirements of
17 Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of
18 Federal Regulations, including the requirement to use the most
19 recent planning assumptions considering local general plans and
20 other factors. The sustainable communities strategy shall do all of
21 the following:

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

24 (ii) Identify areas within the region sufficient to house all the
25 population of the region, including all economic segments of the
26 population, over the course of the planning period of the regional
27 transportation plan taking into account net migration into the
28 region, population growth, changes in enrollment levels at
29 institutions of public higher education, as described in subdivision
30 (a) of Section 66010 of the Education Code, household formation,
31 and employment growth.

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

35 (iv) Identify a transportation network to service the
36 transportation needs of the region.

37 (v) Gather and consider the best practically available scientific
38 information regarding resource areas and farmland in the region
39 as defined in subdivisions (a) and (b) of Section 65080.01.

1 (vi) Consider the state housing goals specified in Sections 65580
2 and 65581.

3 (vii) Set forth a forecasted development pattern for the region,
4 which, when integrated with the transportation network, and other
5 transportation measures and policies, will reduce the emissions of
6 greenhouse gases from automobiles and light trucks to achieve, if
7 there is a feasible way to do so, the greenhouse gas emission
8 reduction targets approved by the State Air Resources Board.

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

11 (C) (i) Within the jurisdiction of the Metropolitan
12 Transportation Commission, as defined by Section 66502, the
13 Association of Bay Area Governments shall be responsible for
14 clauses (i), (ii), (iii), (v), and (vi) of subparagraph (B); the
15 Metropolitan Transportation Commission shall be responsible for
16 clauses (iv) and (viii) of subparagraph (B); and the Association of
17 Bay Area Governments and the Metropolitan Transportation
18 Commission shall jointly be responsible for clause (vii) of
19 subparagraph (B).

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

26 (D) In the region served by the Southern California Association
27 of Governments, a subregional council of governments and the
28 county transportation commission may work together to propose
29 the sustainable communities strategy and an alternative planning
30 strategy, if one is prepared pursuant to subparagraph (I), for that
31 subregional area. The metropolitan planning organization may
32 adopt a framework for a subregional sustainable communities
33 strategy or a subregional alternative planning strategy to address
34 the intraregional land use, transportation, economic, air quality,
35 and climate policy relationships. The metropolitan planning
36 organization shall include the subregional sustainable communities
37 strategy for that subregion in the regional sustainable communities
38 strategy to the extent consistent with this section and federal law
39 and approve the subregional alternative planning strategy, if one
40 is prepared pursuant to subparagraph (I), for that subregional area

1 to the extent consistent with this section. The metropolitan planning
2 organization shall develop overall guidelines, create a public
3 participation plan pursuant to subparagraph (F), ensure
4 coordination, resolve conflicts, make sure that the overall plan
5 complies with applicable legal requirements, and adopt the plan
6 for the region.

7 (E) The metropolitan planning organization shall conduct at
8 least two informational meetings in each county within the region
9 for members of the board of supervisors and city councils on the
10 sustainable communities strategy and alternative planning strategy,
11 if any. The metropolitan planning organization may conduct only
12 one informational meeting if it is attended by representatives of
13 the county board of supervisors and city council members
14 representing a majority of the cities representing a majority of the
15 population in the incorporated areas of that county. Notice of the
16 meeting or meetings shall be sent to the clerk of the board of
17 supervisors and to each city clerk. The purpose of the meeting or
18 meetings shall be to discuss the sustainable communities strategy
19 and the alternative planning strategy, if any, including the key land
20 use and planning assumptions with the members of the board of
21 supervisors and the city council members in that county and to
22 solicit and consider their input and recommendations.

23 (F) Each metropolitan planning organization shall adopt a public
24 participation plan, for development of the sustainable communities
25 strategy and an alternative planning strategy, if any, that includes
26 all of the following:

27 (i) Outreach efforts to encourage the active participation of a
28 broad range of stakeholder groups in the planning process,
29 consistent with the agency's adopted Federal Public Participation
30 Plan, including, but not limited to, affordable housing advocates,
31 transportation advocates, neighborhood and community groups,
32 environmental advocates, homebuilder representatives, broad-based
33 business organizations, landowners, commercial property interests,
34 and homeowner associations.

35 (ii) Consultation with congestion management agencies,
36 transportation agencies, and transportation commissions.

37 (iii) Workshops throughout the region to provide the public with
38 the information and tools necessary to provide a clear
39 understanding of the issues and policy choices. At least one
40 workshop shall be held in each county in the region. For counties

1 with a population greater than 500,000, at least three workshops
2 shall be held. Each workshop, to the extent practicable, shall
3 include urban simulation computer modeling to create visual
4 representations of the sustainable communities strategy and the
5 alternative planning strategy.

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

10 (v) At least three public hearings on the draft sustainable
11 communities strategy in the regional transportation plan and
12 alternative planning strategy, if one is prepared. If the metropolitan
13 transportation organization consists of a single county, at least two
14 public hearings shall be held. To the maximum extent feasible, the
15 hearings shall be in different parts of the region to maximize the
16 opportunity for participation by members of the public throughout
17 the region.

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

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

24 (H) Before adopting a sustainable communities strategy, the
25 metropolitan planning organization shall quantify the reduction in
26 the emissions of greenhouse gases projected to be achieved by the
27 sustainable communities strategy and set forth the difference, if
28 any, between the amount of that reduction and the target for the
29 region established by the State Air Resources Board.

30 (I) If the sustainable communities strategy, prepared in
31 compliance with subparagraph (B) or (D), is unable to reduce the
32 emissions of greenhouse gases to achieve the greenhouse gas
33 emission reduction targets established by the State Air Resources
34 Board, the metropolitan planning organization shall prepare an
35 alternative planning strategy to the sustainable communities
36 strategy showing how those greenhouse gas emission reduction
37 targets would be achieved through alternative development
38 patterns, infrastructure, or additional transportation measures or
39 policies. The alternative planning strategy shall be a separate
40 document from the regional transportation plan, but it may be

1 adopted concurrently with the regional transportation plan. In
2 preparing the alternative planning strategy, the metropolitan
3 planning organization:

4 (i) Shall identify the principal impediments to achieving the
5 targets within the sustainable communities strategy.

6 (ii) May include an alternative development pattern for the
7 region pursuant to subparagraphs (B) to (G), inclusive.

8 (iii) Shall describe how the greenhouse gas emission reduction
9 targets would be achieved by the alternative planning strategy, and
10 why the development pattern, measures, and policies in the
11 alternative planning strategy are the most practicable choices for
12 achievement of the greenhouse gas emission reduction targets.

13 (iv) An alternative development pattern set forth in the
14 alternative planning strategy shall comply with Part 450 of Title
15 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations,
16 except to the extent that compliance will prevent achievement of
17 the greenhouse gas emission reduction targets approved by the
18 State Air Resources Board.

19 (v) For purposes of the California Environmental Quality Act
20 (Division 13 (commencing with Section 21000) of the Public
21 Resources Code), an alternative planning strategy shall not
22 constitute a land use plan, policy, or regulation, and the
23 inconsistency of a project with an alternative planning strategy
24 shall not be a consideration in determining whether a project may
25 have an environmental effect.

26 (J) (i) Before starting the public participation process adopted
27 pursuant to subparagraph (F), the metropolitan planning
28 organization shall submit a description to the State Air Resources
29 Board of the technical methodology it intends to use to estimate
30 the emissions of greenhouse gases from its sustainable communities
31 strategy and, if appropriate, its alternative planning strategy. The
32 State Air Resources Board shall respond to the metropolitan
33 planning organization in a timely manner with written comments
34 about the technical methodology, including specifically describing
35 any aspects of that methodology it concludes will not yield accurate
36 estimates of the emissions of greenhouse gases and suggesting
37 remedies. The metropolitan planning organization is encouraged
38 to work with the State Air Resources Board until the State Air
39 Resources Board concludes that the technical methodology operates
40 accurately.

1 (ii) After adoption, a metropolitan planning organization shall
2 submit a sustainable communities strategy or an alternative
3 planning strategy, if one has been adopted, to the State Air
4 Resources Board for review, including the quantification of the
5 reductions of emissions of greenhouse gases the strategy would
6 achieve and a description of the technical methodology used to
7 obtain that result. Review by the State Air Resources Board shall
8 be limited to acceptance or rejection of the metropolitan planning
9 organization's determination that the strategy submitted would, if
10 implemented, achieve the greenhouse gas emission reduction
11 targets established by the State Air Resources Board. The State
12 Air Resources Board shall complete its review within 60 days.

13 (iii) If the State Air Resources Board determines that the strategy
14 submitted would not, if implemented, achieve the greenhouse gas
15 emission reduction targets, the metropolitan planning organization
16 shall revise its strategy or adopt an alternative planning strategy,
17 if not previously adopted, and submit the strategy for review
18 pursuant to clause (ii). At a minimum, the metropolitan planning
19 organization shall obtain State Air Resources Board acceptance
20 that an alternative planning strategy would, if implemented, achieve
21 the greenhouse gas emission reduction targets established for that
22 region by the State Air Resources Board.

23 (iv) On or before September 1, 2018, and every four years
24 thereafter to align with target setting, notwithstanding Section
25 10231.5, the State Air Resources Board shall prepare a report that
26 assesses progress made by each metropolitan planning organization
27 in meeting the regional greenhouse gas emission reduction targets
28 set by the State Air Resources Board. The report shall include
29 changes to the emissions of greenhouse gases in each region and
30 data-supported metrics for the strategies used to meet the targets.
31 The report shall also include a discussion of best practices and the
32 challenges faced by the metropolitan planning organizations in
33 meeting the targets, including the effect of state policies and
34 funding. The report shall be developed in consultation with the
35 metropolitan planning organizations and affected stakeholders.
36 The report shall be submitted to the Assembly Committee on
37 Transportation and the Assembly Committee on Natural Resources,
38 and to the Senate Committee on Transportation, the Senate
39 Committee on Housing, and the Senate Committee on
40 Environmental Quality.

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

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

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

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

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

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

38 (4) (A) A financial element that summarizes the cost of plan
39 implementation constrained by a realistic projection of available
40 revenues. The financial element shall also contain

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

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

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

29 (C) The metropolitan planning organization or county
30 transportation agency, whichever entity is appropriate, shall
31 consider financial incentives for cities and counties that have
32 resource areas or farmland, as defined in Section 65080.01, for
33 the purposes of, for example, transportation investments for the
34 preservation and safety of the city street or county road system
35 and farm-to-market and interconnectivity transportation needs.
36 The metropolitan planning organization or county transportation
37 agency, whichever entity is appropriate, shall also consider
38 financial assistance for counties to address countywide service
39 responsibilities in counties that contribute toward the greenhouse

1 gas emission reduction targets by implementing policies for growth
2 to occur within their cities.

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

8 (d) (1) Except as otherwise provided in this subdivision, each
9 transportation planning agency shall adopt and submit, every four
10 years, an updated regional transportation plan to the California
11 Transportation Commission and the Department of Transportation.
12 A transportation planning agency located in a federally designated
13 air quality attainment area or that does not contain an urbanized
14 area may at its option adopt and submit a regional transportation
15 plan every five years. When applicable, the plan shall be consistent
16 with federal planning and programming requirements and shall
17 conform to the regional transportation plan guidelines adopted by
18 the California Transportation Commission. Before adoption of the
19 regional transportation plan, a public hearing shall be held after
20 the giving of notice of the hearing by publication in the affected
21 county or counties pursuant to Section 6061.

22 (2) (A) Notwithstanding subdivisions (b) and (c), and paragraph
23 (1), the regional transportation plan, sustainable communities
24 strategy, and environmental impact report adopted by the San
25 Diego Association of Governments on October 9, 2015, shall
26 remain in effect for all purposes, including for purposes of
27 consistency determinations and funding eligibility for the San
28 Diego Association of Governments and all other agencies relying
29 on those documents, until the San Diego Association of
30 Governments adopts its next update to its regional transportation
31 plan.

32 (B) The San Diego Association of Governments shall adopt and
33 submit its update to the 2015 regional transportation plan on or
34 before December 31, 2021.

35 (C) After the update described in subparagraph (B), the time
36 period for San Diego Association of Governments' updates to its
37 regional transportation plan shall be reset and shall be adopted and
38 submitted every four years.

39 (D) Notwithstanding clause (iv) of subparagraph (A) of
40 paragraph (2) of subdivision (b), the State Air Resources Board

1 shall not update the greenhouse gas emission reduction targets for
2 the region within the jurisdiction of the San Diego Association of
3 Governments before the adoption of the update to the regional
4 transportation plan pursuant to subparagraph (B).

5 (E) The update to the regional transportation plan adopted by
6 the San Diego Association of Governments on October 9, 2015,
7 which will be prepared and submitted to federal agencies for
8 purposes of compliance with federal laws applicable to regional
9 transportation plans and air quality conformity and which is due
10 in October 2019, shall not be considered a regional transportation
11 plan pursuant to this section and shall not constitute a project for
12 purposes of the California Environmental Quality Act (Division
13 13 (commencing with Section 21000) of the Public Resources
14 Code).

15 (F) In addition to meeting the other requirements to nominate
16 a project for funding through the Solutions for Congested Corridors
17 Program (Chapter 8.5 (commencing with Section 2390) of Division
18 3 of the Streets and Highways Code), the San Diego Association
19 of Governments, until December 31, 2021, shall only nominate
20 projects for funding through the Solutions for Congested Corridors
21 Program that are consistent with the eligibility requirements for
22 projects under any of the following programs:

23 (i) The Transit and Intercity Rail Capital Program (Part 2
24 (commencing with Section 75220) of Division 44 of the Public
25 Resources Code).

26 (ii) The Low Carbon Transit Operations Program (Part 3
27 (commencing with Section 75230) of Division 44 of the Public
28 Resources Code).

29 (iii) The Active Transportation Program (Chapter 8
30 (commencing with Section 2380) of Division 3 of the Streets and
31 Highways Code).

32 (G) Commencing January 1, 2020, and every two years
33 thereafter, the San Diego Association of Governments shall begin
34 developing an implementation report that tracks the implementation
35 of its most recently adopted sustainable communities strategy. The
36 report shall discuss the status of the implementation of the strategy
37 at the regional and local levels, and any successes and barriers that
38 have occurred since the last report. The San Diego Association of
39 Governments shall submit the implementation report to the State
40 Air Resources Board by including it in its sustainable communities

1 strategy implementation review pursuant to clause (ii) of
2 subparagraph (J) of paragraph (2) of subdivision (b).

3 (3) (A) Notwithstanding subdivisions (b) and (c), and paragraph
4 (1), the regional transportation plan, sustainable communities
5 strategy, and environmental impact report adopted by the
6 Sacramento Area Council of Governments on November 18, 2019,
7 shall remain in effect for all purposes, including for purposes of
8 consistency determinations and funding eligibility for the
9 Sacramento Area Council of Governments and all other agencies
10 relying on those documents, until the Sacramento Area Council
11 of Governments adopts its next update to its regional transportation
12 plan.

13 (B) The Sacramento Area Council of Governments shall adopt
14 and submit its update to the 2020 regional transportation plan
15 adopted on November 18, 2019, to the California Transportation
16 Commission and the Department of Transportation on or before
17 December 31, 2025. After adoption, the Sacramento Area Council
18 of Governments shall submit the sustainable communities strategy
19 to the State Air Resources Board in accordance with clause (ii) of
20 subparagraph (J) of paragraph (2) of subdivision (b).

21 (C) The update described in subparagraph (B) shall include all
22 of the following:

23 (i) Development and pilot implementation of an equity-centered,
24 community cocreated infrastructure project development and
25 funding prioritization process in disadvantaged communities, as
26 identified through the Sacramento Area Council of Governments’
27 implementation of a grant awarded through the federal Rebuilding
28 American Infrastructure with Sustainability and Equity
29 Discretionary Grant program.

30 (ii) A description of how the update furthers equity and inclusion
31 through engagement efforts.

32 (iii) Data and analysis of the update’s performance outcomes
33 in disadvantaged communities.

34 (D) (i) Until December 31, 2025, in addition to the other
35 requirements to nominate a project for funding through the
36 Solutions for Congested Corridors Program established in Chapter
37 8.5 (commencing with Section 2390) of Division 3 of the Streets
38 and Highways Code, a project located in the region within the
39 jurisdiction of the Sacramento Area Council of Governments may
40 be nominated for funding through the Solutions for Congested

1 Corridors Program only if the project would also satisfy the
2 eligibility requirements of one or more of the following programs:

3 (I) The Transit and Intercity Rail Capital Program established
4 in Part 2 (commencing with Section 75220) of Division 44 of the
5 Public Resources Code.

6 (II) The Low Carbon Transit Operations Program established
7 in Part 3 (commencing with Section 75230) of Division 44 of the
8 Public Resources Code.

9 (III) The Active Transportation Program established in Chapter
10 8 (commencing with Section 2380) of Division 3 of the Streets
11 and Highways Code.

12 (ii) This subparagraph does not apply to a project for which
13 federal discretionary funding has been committed.

14 (E) After the update described in subparagraph (B), the
15 Sacramento Area Council of Governments shall adopt and submit
16 its next update to its regional transportation plan within two years,
17 on or before November 15, 2027, and adopt and submit subsequent
18 updates to its regional transportation plan every four years.

19 (F) Notwithstanding clause (iv) of subparagraph (A) of
20 paragraph (2) of subdivision (b), the State Air Resources Board
21 shall not apply any update to the greenhouse gas emission reduction
22 targets for the region within the jurisdiction of the Sacramento
23 Area Council of Governments before the adoption of the update
24 to the regional transportation plan pursuant to subparagraph (B).

25 (G) The update to the Sacramento Area Council of
26 Governments' regional transportation plan that will be prepared
27 and submitted to federal agencies for purposes of compliance with
28 federal laws applicable to regional transportation plans and air
29 quality conformity and that is due in November 2023 shall not be
30 considered a regional transportation plan pursuant to this section.

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

37 (ii) The information reported on its internet website pursuant
38 to clause (i) shall include all of the following:

39 (I) A comparison between the land use and housing development
40 assumptions included in the most recently adopted sustainable

1 communities strategy and housing production activity in the region
2 as measured by the issuance of building permits by local agencies.

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

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

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

25 SEC. 2. Section 2032 of the Streets and Highways Code is
26 amended to read:

27 2032. (a) (1) After deducting the amounts appropriated in the
28 annual Budget Act, as provided in Section 2031.5, two hundred
29 million dollars (\$200,000,000) of the remaining revenues deposited
30 in the Road Maintenance and Rehabilitation Account shall be set
31 aside annually for local or regional transportation agencies that
32 have sought and received voter approval of taxes or that have
33 imposed fees, including uniform developer fees as defined by
34 subdivision (b) of Section 8879.67 of the Government Code, which
35 taxes or fees are dedicated solely to transportation improvements.
36 The Controller shall each month set aside one-twelfth of this
37 amount, except in *the 2017-18 fiscal year 2017-18, year*; the
38 Controller shall set aside one-eighth of this amount, to accumulate
39 a total of two hundred million dollars (\$200,000,000) in each fiscal
40 year. The Controller may adjust the amount in the final month or

1 months of each fiscal year if necessary to achieve the annual
2 amount specified in this subdivision.

3 (2) Eligible projects under this subdivision include, but ~~not~~ are
4 *not* limited to, sound walls for a freeway that was built before 1987
5 without sound walls and with or without high-occupancy vehicle
6 lanes if the completion of the sound walls has been deferred due
7 to lack of available funding for at least 20 years and a noise barrier
8 scope summary report has been completed within the last 20 years.

9 (3) Notwithstanding Section 13340 of the Government Code,
10 the funds available under this subdivision in each fiscal year are
11 hereby continuously appropriated for allocation by the commission
12 for road maintenance and rehabilitation and other transportation
13 improvement projects pursuant to Section 2033.

14 (b) After deducting the amounts appropriated in the annual
15 Budget Act pursuant to Section 2031.5 and the amount allocated
16 in subdivision (a), beginning in the 2017–18 fiscal year, one
17 hundred million dollars (\$100,000,000) of the remaining revenues
18 shall be available annually for expenditure, upon appropriation by
19 the Legislature, on the Active Transportation Program—~~created~~
20 *established* pursuant to Chapter 8 (commencing with Section 2380)
21 ~~of Division 3~~ to be allocated by the California Transportation
22 Commission pursuant to Section 2381. The Controller shall each
23 month set aside one-twelfth of this amount, except in the 2017–18
24 fiscal year, when the Controller shall set aside one-eighth of this
25 amount, to accumulate a total of one hundred million dollars
26 (\$100,000,000) in each fiscal year. The Controller may adjust the
27 amount in the final month or months of each fiscal year if necessary
28 to achieve the annual amount specified in this subdivision.

29 (c) After deducting the amounts appropriated in the annual
30 Budget Act pursuant to Section 2031.5 and the amounts allocated
31 in subdivisions (a) and (b), beginning in the 2017–18 fiscal year,
32 four hundred million dollars (\$400,000,000) of the remaining
33 revenues shall be available annually for expenditure, upon
34 appropriation by the Legislature, by the department for bridge and
35 culvert maintenance and rehabilitation. The Controller shall each
36 month set aside one-twelfth of this amount, except in the 2017–18
37 fiscal year, when the Controller shall set aside one-eighth of this
38 amount, to accumulate a total of four hundred million dollars
39 (\$400,000,000) in each fiscal year. The Controller may adjust the

1 amount in the final month or months of each fiscal year if necessary
2 to achieve the annual amount specified in this subdivision.

3 (d) After deducting the amounts appropriated in the annual
4 Budget Act pursuant to Section 2031.5 and the amounts allocated
5 in subdivisions ~~(a), (b), and (c)~~ *(a) to (c), inclusive*, beginning in the
6 2017–18 fiscal year, twenty-five million dollars (\$25,000,000) of
7 the remaining revenues shall be transferred annually to the State
8 Highway Account for expenditure, upon appropriation by the
9 Legislature, to supplement the freeway service patrol program.
10 The Controller shall each month set aside one-twelfth of this
11 amount, except in the 2017–18 fiscal year, when the Controller
12 shall set aside one-eighth of this amount, to accumulate a total of
13 twenty-five million dollars (\$25,000,000) in each fiscal year. The
14 Controller may adjust the amount in the final month or months of
15 each fiscal year if necessary to achieve the annual amount specified
16 in this subdivision.

17 (e) After deducting the amounts appropriated in the annual
18 Budget Act pursuant to Section 2031.5 and the amounts allocated
19 in subdivisions ~~(a), (b), (c), and (d)~~ *(a) to (d), inclusive*, in the ~~2017–18,~~
20 ~~2018–19, 2019–20, 2020–21,~~ and *2017–18 to 2021–22* fiscal years,
21 *inclusive*, from revenues in the Road Maintenance and
22 Rehabilitation Account that are not subject to Article XIX of the
23 California Constitution, five million dollars (\$5,000,000) shall be
24 appropriated in each fiscal year to the California Workforce
25 Development Board to assist local agencies to implement policies
26 to promote preapprenticeship training programs to carry out the
27 projects that are funded by the account pursuant to Section 2038.
28 Funds appropriated pursuant to this subdivision in the Budget Act
29 but remaining unexpended at the end of each applicable fiscal year
30 shall be reappropriated for the same purposes in the following
31 year’s Budget Act, but all funds appropriated or reappropriated
32 pursuant to this subdivision in the Budget Act shall be liquidated
33 no later than June 30, 2027.

34 (f) After deducting the amounts appropriated in the annual
35 Budget Act pursuant to Section 2031.5 and the amounts allocated
36 in subdivisions ~~(a), (b), (c), (d), and (e)~~ *(a) to (e), inclusive*, beginning
37 in the 2017–18 fiscal year, twenty-five million dollars
38 (\$25,000,000) of the remaining revenues shall be available annually
39 for expenditure, upon appropriation by the Legislature, by the
40 department for ~~local planning grants~~ *allocations*, as described in

1 Section 2033.5. The Controller shall each month set aside
 2 one-twelfth of this amount, except in the 2017–18 fiscal year, when
 3 the Controller shall set aside one-eighth of this amount, to
 4 accumulate a total of twenty-five million dollars (\$25,000,000) in
 5 each fiscal year. The Controller may adjust the amount in the final
 6 month or months of each fiscal year if necessary to achieve the
 7 annual amount specified in this subdivision.

8 (g) After deducting the amounts appropriated in the annual
 9 Budget Act pursuant to Section 2031.5 and the amounts allocated
 10 in subdivisions ~~(a), (b), (c), (d), (e), and (a) to (f), inclusive,~~
 11 beginning in the 2017–18 fiscal year and each fiscal year thereafter,
 12 from the remaining revenues, five million dollars (\$5,000,000)
 13 shall be available, upon appropriation, to the University of
 14 California for ~~the purpose~~ *purposes* of conducting transportation
 15 research and two million dollars (\$2,000,000) shall be available,
 16 upon appropriation, to the California State University for the
 17 purpose of conducting transportation research and
 18 transportation-related workforce education, training, and
 19 development. Before the start of each fiscal year, the Secretary of
 20 Transportation and the ~~chairs~~ *Chairs* of the Assembly Committee
 21 on Transportation and the Senate Committee on Transportation
 22 ~~and Housing~~ may set out a recommended priority list of research
 23 components to be addressed in the upcoming fiscal year.

24 (h) Notwithstanding Section 13340 of the Government Code,
 25 the balance of the revenues deposited in the Road Maintenance
 26 and Rehabilitation Account are hereby continuously appropriated
 27 as follows:

28 (1) Fifty percent for allocation to the department for maintenance
 29 of the state highway system or for purposes of the state highway
 30 operation and protection program.

31 (2) Fifty percent for apportionment to cities and counties by the
 32 Controller pursuant to the formula in clauses (i) and (ii) of
 33 subparagraph (C) of paragraph (3) of subdivision (a) of Section
 34 2103 for the purposes authorized by this chapter.

35 SEC. 3. Section 2033.5 of the Streets and Highways Code is
 36 amended to read:

37 2033.5. The department, from funds made available pursuant
 38 to subdivision (f) of Section 2032, shall allocate ~~local planning~~
 39 ~~grants to encourage funding to entities pursuant to Section~~
 40 *50515.08 of the Health and Safety Code based on each entity's*

1 *share of the statewide population. The funds to be allocated*
2 *pursuant to this section shall be held by the department until an*
3 *entity submits a request for use. The entities shall use the funding*
4 *for local and regional planning that furthers state goals, including,*
5 *but not limited to, the goals of a sustainable communities strategy*
6 *adopted pursuant to paragraph (2) of subdivision (b) of Section*
7 *65080 of the Government Code and the goals and best practices*
8 *cited in the regional transportation plan guidelines adopted by the*
9 *commission pursuant to Sections 14522 to 14522.3, inclusive, of*
10 *the Government Code. The department shall develop a grant guide*
11 *program guidelines and shall consult with the State Air Resources*
12 *Board, the Governor's Office of Planning and Research, Office of*
13 *Land Use and Climate Innovation, and the Department of Housing*
14 *and Community Development in the development of the grant*
15 *guide, program guidelines, and shall provide status reports as it*
16 *administers these funds. The grant guide program guidelines shall*
17 *be exempt from the Administrative Procedure Act (Chapter 3.5*
18 *(commencing with Section 11340) of Part 1 of Division 3 of Title*
19 *2 of the Government Code).*



Orange County Transportation Authority (OCTA) Legislative Matrix

2026 State Legislation Session

March 19, 2026

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
BILLS WITH POSITIONS			
<p>AB 334 (Petrie-Norris – D) Operators of toll facilities: interoperability programs: vehicle information</p>	<p>Would authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle’s use of the toll facility that is intended to implement interstate interoperability.</p>	<p>INTRODUCED: 01/28/2025 LOCATION: Senate Committees on Transportation and Judiciary LAST AMEND: 07/17/2025 STATUS: 09/13/2025 In SENATE. Failed Deadline pursuant to Rule 61(a)(14).</p>	<p>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</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 1569 (Davies – R) <i>Pupil safety: electric bicycle parking: safety program</i></p>	<p><i>Would require each school that allows pupils in kindergarten or any of grades 1 to 12, to park a class 1, 2, or 3 electric bicycle, on campus during regular school hours to require pupils to complete the electric bicycle safety and training program developed by the Department of the California Highway Patrol, or a related safety course, as specified, as a condition for parking on campus.</i></p>	<p>INTRODUCED: 01/12/2026 LOCATION: Assembly Committee on Education</p> <p>STATUS: 02/09/2026 <i>In ASSEMBLY. Referred to Committees on Education and Transportation</i></p>	<p>STAFF RECOMMENDS SUPPORT</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 2051 (Wicks–D) <i>Public resources: Coastal Resilience Permitting Working Group</i></p>	<p><i>Would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas.</i></p>	<p>INTRODUCED: 01/18/2026 LOCATION: In ASSEMBLY - PRINT</p> <p>STATUS: 02/09/2026 <i>In ASSEMBLY. May be heard in committee March 21, 2026</i></p>	<p>STAFF RECOMMENDS SUPPORT</p> <p><i>Support: Bay Area Council (sponsor), Bay Area Planning Coalition (co- sponsor), Port of San Francisco, Valley Water</i></p>

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

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

BILLS BEING MONITORED

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

Introduced: 12/02/2024

Last Amended: 01/14/2026

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

Location: 01/27/2026 - Senate Rules

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

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

Introduced: 01/16/2025

Last Amended: 04/21/2025

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

Location: 07/17/2025 - Senate 2 YEAR

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

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

Introduced: 01/17/2025

Last Amended: 06/02/2025

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

Location: 08/28/2025 - Senate 2 YEAR

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

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

Introduced: 01/28/2025

Last Amended: 07/17/2025

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

Location: 09/11/2025 - Senate 2 YEAR

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

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

Introduced: 01/28/2025

Last Amended: 03/05/2025

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

Location: 08/29/2025 - Senate 2 YEAR

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

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

Introduced: 02/06/2025

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

Location: 08/29/2025 - Senate 2 YEAR

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

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

Introduced: 02/13/2025

Last Amended: 09/09/2025

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

Calendar: 03/02/26 #5 A-MOTION TO RECONSIDER

Location: 09/13/2025 - Assembly RECONSIDERATION

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

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

Introduced: 02/18/2025

Last Amended: 09/09/2025

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

Location: 09/13/2025 - Senate 2 YEAR

Summary: Current law, beginning January 1, 2026, prescribes various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, including, among other things, standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. Current law defines various terms, including "21st century warehouse," and "tier 1 21st century warehouse," for purposes of those provisions as logistics uses that, among other things, comply with specified building and energy efficiency standards, including requirements related to the availability of conduits and electrical hookups to power climate control equipment at loading bays, as specified. Current law, subject to specified exceptions, defines "logistics use" for these purposes to mean a building in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. This bill would clarify that a 21st century warehouse and a tier 1 21st century warehouse are required to comply with those standards as are in effect at the time that the building permit for a development of a 21st century warehouse is issued and make other clarifying changes relating to permissibility of use of conduits and electrical hookups at loading bays at those locations. The bill would revise the definition of "logistics use" and instead define "logistics use development" for these purposes to mean a building that is primarily used as a warehouse for the movement or the storage of cargo, goods, or products that are moved to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products.

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

Introduced: 02/19/2025

Last Amended: 06/25/2025

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

Location: 08/25/2025 - Senate 2 YEAR

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

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

Introduced: 02/19/2025

Last Amended: 07/10/2025

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

Location: 08/28/2025 - Senate 2 YEAR

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

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

Introduced: 02/19/2025

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

Location: 07/17/2025 - Senate 2 YEAR

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

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

Introduced: 02/20/2025

Last Amended: 06/30/2025

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

Location: 09/11/2025 - Senate 2 YEAR

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

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

Introduced: 02/20/2025

Last Amended: 09/05/2025

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

Location: 09/13/2025 - Senate 2 YEAR

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

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

Introduced: 02/20/2025 (Spot bill)

Last Amended: 05/23/2025

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

Location: 07/17/2025 - Senate 2 YEAR

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

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

Introduced: 02/21/2025

Last Amended: 05/29/2025

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

Location: 07/17/2025 - Senate 2 YEAR

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

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

Introduced: 02/21/2025

Last Amended: 04/23/2025

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

Location: 07/17/2025 - Senate 2 YEAR

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Under current law, the Transit-Oriented Development Implementation Program is administered by the Department of Housing and Community Development to provide local assistance to developers for the purpose of developing higher density uses within close proximity to transit stations as provided. Current law establishes the Transit-Oriented Development Implementation Fund and, to the extent funds are available, requires the department to make loans for the development and construction of housing development projects within close proximity to a transit station that meet specified criteria. This bill would authorize a project, to the extent that the project is required to mitigate transportation impacts under CEQA, to satisfy the mitigation requirement by electing to contribute an amount of money, at a price per vehicle mile traveled, as determined by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for the purposes of the Transit-Oriented Development Implementation Program, as provided. The bill would require the office, on or before July 1, 2029, and at least once every 3 years thereafter, to update the price per vehicle mile traveled based on specified factors. The bill would require, upon appropriation by the Legislature, the contributions to be available to the department to fund developments located in the same region, as defined, with preference given to specified projects. The bill would require the department to, for each award, confirm the estimated reduction in vehicle miles traveled, as provided, and would require the department to post specified information on its internet website.

AB 1331 (Elhawary, D) Workplace surveillance.

Introduced: 02/21/2025

Last Amended: 09/04/2025

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

Location: 09/13/2025 - Senate 2 YEAR

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

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

Introduced: 02/21/2025

Last Amended: 05/23/2025

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

Location: 07/17/2025 - Senate 2 YEAR

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

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

Introduced: 02/21/2025

Last Amended: 01/22/2026

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

Location: 01/29/2026 - Senate Rules

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

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

Introduced: 02/21/2025

Last Amended: 01/05/2026

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

Location: 01/29/2026 - Senate Rules

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

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

Introduced: 01/08/2026

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

Location: 02/02/2026 - Assembly Transportation

Summary: 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. This bill would clarify that an electric bicycle is a bicycle equipped with fully operable pedals and an electric motor that is not capable of exceeding 750 watts of peak power.

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

Introduced: 01/12/2026

Last Amended: 02/25/2026

Status: 02/26/2026 - Re-referred to Com. on B. & P. Re-referred to Com. on P. E. & R. pursuant to Assembly Rule 96.

Location: 02/26/2026 - Assembly Public Employment and Retirement

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

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

Introduced: 01/12/2026

Status: 02/09/2026 - Referred to Coms. on ED. and TRANS.

Location: 02/09/2026 - Assembly Education

Summary: Current law prohibits a person from driving or parking a vehicle or animal upon the driveways, paths, parking facilities, or grounds of specific public entities, including a public school or an educational institution exempted, in whole or in part, from taxation, except with the permission of, and subject to any condition or regulation that may be imposed by, the governing body of the specified public entity. Current law authorizes a public agency to adopt rules or regulations to restrict, or specify the conditions for, the use of bicycles, motorized bicycles, electric bicycles, skateboards, electrically motorized boards, and roller skates on public property under the jurisdiction of that agency. This bill would require each school that allows pupils in kindergarten or any of grades 1 to 12, inclusive, to park a class 1, 2, or 3 electric bicycle, as defined, on campus during regular school hours to require pupils to complete the electric bicycle safety and training program developed by the Department of the California Highway Patrol, as provided, or a related safety course, as specified, as a condition for parking on campus. The bill would also require a pupil to submit proof of completion of the above-described course to their school before parking their class 1, 2, or 3 electric bicycle on the school campus during school hours. The bill would exempt schools that adopted a policy related to electric bicycle safety, on or before January 1, 2027, from the above-described requirements.

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

Introduced: 01/12/2026

Status: 01/13/2026 - From printer. May be heard in committee February 12.

Location: 01/12/2026 - Assembly PRINT

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

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

Introduced: 01/16/2026

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

Location: 02/02/2026 - Assembly Transportation

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

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

Introduced: 01/20/2026

Status: 02/17/2026 - Referred to Coms. on TRANS. and JUD.

Location: 02/17/2026 - Assembly Transportation

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

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

Introduced: 02/05/2026

Status: 02/06/2026 - From printer. May be heard in committee March 8.

Location: 02/05/2026 - Assembly PRINT

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

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

Introduced: 02/05/2026

Status: 02/23/2026 - Referred to Com. on ELECTIONS.

Location: 02/23/2026 - Assembly Elections

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

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

Introduced: 02/05/2026

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

Location: 02/23/2026 - Assembly Natural Resources

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

AB 1786 (Harabedian, D) Public contracts: best value construction contracting for counties, cities, and joint powers authorities.

Introduced: 02/10/2026

Status: 02/23/2026 - Referred to Com. on L. GOV.

Location: 02/23/2026 - Assembly Local Government

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

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

Introduced: 02/10/2026

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

Location: 02/23/2026 - Assembly Natural Resources

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

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

Introduced: 02/10/2026

Status: 02/11/2026 - From printer. May be heard in committee March 13.

Location: 02/10/2026 - Assembly PRINT

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

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

Introduced: 02/10/2026

Status: 02/23/2026 - Referred to Coms. on L. & E. and JUD.

Location: 02/23/2026 - Assembly Labor and Employment

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

AB 1823 (Jackson, D) State government: California Equity Act.

Introduced: 02/11/2026 (Spot bill)

Status: 02/12/2026 - From printer. May be heard in committee March 14.

Location: 02/11/2026 - Assembly PRINT

Summary: Current law requires the Chief Equity Officer within the Government Operations Agency to improve equity and inclusion throughout state government operations and authorizes the Chief Equity Officer to engage with state entities for these purposes. This bill would state the intent of the Legislature to enact legislation to establish a statewide definition of equity so that legislation, policies, resource allocations, and systemic practices empower and meet the unique needs of diverse and underserved populations, and so that communities facing the greatest inequities are not negatively affected or left behind in the allocation of resources in a fair and just way.

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

Introduced: 02/11/2026

Status: 02/12/2026 - From printer. May be heard in committee March 14.

Location: 02/11/2026 - Assembly PRINT

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

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

Introduced: 02/11/2026

Status: 02/23/2026 - Referred to Com. on L. & E.

Location: 02/23/2026 - Assembly Labor and Employment

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

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

Introduced: 02/11/2026

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

Location: 02/23/2026 - Assembly Natural Resources

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

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

Introduced: 02/11/2026

Status: 02/12/2026 - From printer. May be heard in committee March 14.

Location: 02/11/2026 - Assembly PRINT

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

AB 1883 (Bryan, D) Workplace surveillance tools.

Introduced: 02/12/2026

Status: 02/13/2026 - From printer. May be heard in committee March 15.

Location: 02/12/2026 - Assembly PRINT

Summary: Would generally regulate the use of workplace surveillance tools and an employer's use of worker data. The bill would prohibit an employer from using certain workplace surveillance tools, including a workplace surveillance tool that incorporates facial, gait, or emotion recognition technology, except as specified. The bill would also prohibit an employer from using a workplace surveillance tool to infer specified categories of information about a worker, including, among others, their veteran status, ancestral history, religious beliefs, or disability status. The bill would require the Labor Commissioner to enforce the bill's provisions, would authorize an employee to bring a civil action for specified remedies for a violation of the bill's provisions, and would authorize a public prosecutor to enforce the provisions. The bill would subject an employer who violates the bill's provisions to a civil penalty of \$500 for each violation. The bill would define various terms for purposes of its provisions.

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

Introduced: 02/12/2026

Status: 02/13/2026 - From printer. May be heard in committee March 15.

Location: 02/12/2026 - Assembly PRINT

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

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

Introduced: 02/12/2026

Status: 02/13/2026 - From printer. May be heard in committee March 15.

Location: 02/12/2026 - Assembly PRINT

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

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

Introduced: 02/13/2026

Status: 02/14/2026 - From printer. May be heard in committee March 16.

Location: 02/13/2026 - Assembly PRINT

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

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

Introduced: 02/13/2026

Status: 02/14/2026 - From printer. May be heard in committee March 16.

Location: 02/13/2026 - Assembly PRINT

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

AB 1947 (Ta, R) Surplus land.

Introduced: 02/13/2026

Status: 02/14/2026 - From printer. May be heard in committee March 16.

Location: 02/13/2026 - Assembly PRINT

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

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

Introduced: 02/13/2026

Status: 02/14/2026 - From printer. May be heard in committee March 16.

Location: 02/13/2026 - Assembly PRINT

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

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

Introduced: 02/17/2026

Status: 02/18/2026 - From printer. May be heard in committee March 20.

Location: 02/17/2026 - Assembly PRINT

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

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

Introduced: 02/17/2026

Status: 02/18/2026 - From printer. May be heard in committee March 20.

Location: 02/17/2026 - Assembly PRINT

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

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

Introduced: 02/18/2026

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

Location: 02/18/2026 - Assembly PRINT

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

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

Introduced: 02/18/2026

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

Location: 02/18/2026 - Assembly PRINT

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

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

Introduced: 02/18/2026

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

Location: 02/18/2026 - Assembly PRINT

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

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

Introduced: 02/18/2026

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

Location: 02/18/2026 - Assembly PRINT

Summary: The Knox-Keene Health Care Service Plan Act of 1975 provides for the licensure and regulation of health care service plans by the Department of Managed Health Care and makes a willful violation of the act a crime. Current law provides for the regulation of disability insurers by the Department of Insurance. Existing law requires a health care service plan or disability insurer to allow an individual to enroll in or change their health benefit plan as a result of a specified triggering event. This bill would make pregnancy a triggering event for purposes of enrollment or changing a health benefit plan.

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

Introduced: 02/18/2026

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

Location: 02/18/2026 - Assembly PRINT

Summary: Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, the Fairground Economic Opportunity Act, would state the intent of the Legislature to establish an exemption applicable to fairgrounds from the taxes imposed by this part as an economic tool to drive further development opportunities at fairgrounds.

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

Introduced: 02/18/2026

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

Location: 02/18/2026 - Assembly PRINT

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

AB 2074 (Haney, D) Land use.

Introduced: 02/18/2026 (Spot bill)

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

Location: 02/18/2026 - Assembly PRINT

Summary: Current law requires that the housing element consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as specified. Current law requires that a housing development project within a specified distance of a transit-oriented development stop be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. This bill would state the intent of the Legislature to enact legislation to support transit-oriented housing development, high road labor standards, and downtown revitalization in major transit cities, as defined, establish land use standards appropriate to transit-oriented development in regional centers, streamline ministerial approval for developments that meet high road labor standards in regional centers, and establish a revolving loan fund to finance construction of qualifying developments in regional centers.

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

Introduced: 02/18/2026

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

Location: 02/18/2026 - Assembly PRINT

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

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

Introduced: 02/18/2026

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

Location: 02/18/2026 - Assembly PRINT

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

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

Introduced: 02/18/2026

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

Location: 02/18/2026 - Assembly PRINT

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

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

Introduced: 02/19/2026

Status: 02/20/2026 - From printer. May be heard in committee March 22.

Location: 02/19/2026 - Assembly PRINT

Summary: The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include in regulations the use of a market-based compliance mechanism, known as the California Cap-and-Invest Program, to comply with those regulations. Current law requires moneys collected by the state board from the auction or sale of allowances as part of the California Cap-and-Invest Program to be deposited in the Greenhouse Gas Reduction Fund and continuously appropriates a portion of the moneys in the fund for various purposes. Current law requires the Natural Resources Agency, in collaboration with the state board, the California Environmental Protection Agency, the Department of Food and Agriculture, an expert advisory committee established, as provided, and other relevant state agencies, to determine an ambitious range of targets for natural carbon sequestration, and for nature-based climate solutions that reduce greenhouse gas emissions for 2030, 2038, and 2045 to support state goals to achieve carbon neutrality and foster climate adaptation and resilience. Current law defines "nature-based climate solutions" for these purposes to mean activities, such as restoration, conservation, and land management actions, that increase net carbon sequestration or reduce greenhouse gas emissions in natural and working lands. This bill would annually appropriate up to \$300,000,000 from the Greenhouse Gas Reduction Fund in the annual Budget Act each fiscal year from the 2027–2028 to the 2045–46 fiscal year, inclusive, to achieve nature-based climate solutions, including \$150,000,000 to be allocated to the Natural Resources Agency to fund nature-based climate solutions, not less than \$50,000,000 to be allocated to the Department of Food and Agriculture to fund nature-based climate solutions in croplands and grasslands, and the remaining amount to be allocated for nature-based climate solutions at the discretion of the Legislature.

AB 2190 (Wallis, R) Internet website accessibility.

Introduced: 02/19/2026

Status: 02/20/2026 - From printer. May be heard in committee March 22.

Location: 02/19/2026 - Assembly PRINT

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

AB 2193 (Ta, R) Autonomous vehicles.

Introduced: 02/19/2026

Status: 02/20/2026 - From printer. May be heard in committee March 22.

Location: 02/19/2026 - Assembly PRINT

Summary: Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Current law requires the department to adopt regulations setting forth requirements for the submission and approval of an application, including, among other things, any testing, equipment, and performance standards the department concludes are necessary to ensure the safe operation of autonomous vehicles on public roads, as specified. Current law authorizes peace officers, as defined, to issue notices of autonomous vehicle noncompliance upon observing an alleged violation of the Vehicle Code or upon observing an alleged violation of a local traffic ordinance adopted pursuant to the Vehicle Code by an autonomous vehicle while the autonomous technology is engaged. This bill would additionally require that if an autonomous vehicle commits a traffic violation pursuant to the Vehicle Code, the traffic citation be issued to the registered owner of the autonomous vehicle if the autonomous vehicle does not have a person in the driver's seat.

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

Introduced: 02/19/2026

Status: 02/20/2026 - From printer. May be heard in committee March 22.

Location: 02/19/2026 - Assembly PRINT

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

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

Introduced: 02/19/2026

Status: 02/20/2026 - From printer. May be heard in committee March 22.

Location: 02/19/2026 - Assembly PRINT

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

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

Introduced: 02/19/2026

Status: 02/20/2026 - From printer. May be heard in committee March 22.

Location: 02/19/2026 - Assembly PRINT

Summary: Current law requires the Department of the California Highway Patrol to develop, on or before September 1, 2023, statewide safety and training programs based on evidence-based practices for users of electric bicycles, as defined, including, but not limited to, general electric bicycle riding safety, emergency maneuver skills, rules of the road, and laws pertaining to electric bicycles. This bill would require, on or before June 1, 2027, the department, in partnership with biking nonprofit groups, to compile a list of electric bicycles and electric bicycle products that do not comply with statutory and regulatory requirements for the labeling or advertising of electric bicycles or electric bicycle products. The bill would require the department to make the list available on its internet website and to update the list and internet website, when necessary.

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

Introduced: 02/19/2026

Status: 02/20/2026 - From printer. May be heard in committee March 22.

Location: 02/19/2026 - Assembly PRINT

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

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

Introduced: 02/19/2026

Status: 02/20/2026 - From printer. May be heard in committee March 22.

Location: 02/19/2026 - Assembly PRINT

Summary: Current law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 1 and class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer.

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

Introduced: 02/19/2026

Status: 02/20/2026 - From printer. May be heard in committee March 22.

Location: 02/19/2026 - Assembly PRINT

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

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

Introduced: 02/20/2026

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

Location: 02/20/2026 - Assembly PRINT

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

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

Introduced: 02/20/2026

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

Location: 02/20/2026 - Assembly PRINT

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

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

Introduced: 02/20/2026

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

Location: 02/20/2026 - Assembly PRINT

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

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

Introduced: 02/20/2026

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

Location: 02/20/2026 - Assembly PRINT

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

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

Introduced: 02/20/2026

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

Location: 02/20/2026 - Assembly PRINT

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

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

Introduced: 02/20/2026

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

Location: 02/20/2026 - Assembly PRINT

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

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

Introduced: 02/20/2026 (Spot bill)

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

Location: 02/20/2026 - Assembly PRINT

Summary: Would state that it is the intent of the Legislature to enact legislation that ensures California's electric vehicle charging infrastructure will remain operational during a disaster.

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

Introduced: 02/20/2026

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

Location: 02/20/2026 - Assembly PRINT

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

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

Introduced: 02/20/2026

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

Location: 02/20/2026 - Assembly PRINT

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

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

Introduced: 02/20/2026

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

Location: 02/20/2026 - Assembly PRINT

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

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

Introduced: 02/20/2026

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

Location: 02/20/2026 - Assembly PRINT

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

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

Introduced: 02/20/2026

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

Location: 02/20/2026 - Assembly PRINT

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

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

Introduced: 02/20/2026

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

Location: 02/20/2026 - Assembly PRINT

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

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

Introduced: 02/20/2026

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

Location: 02/20/2026 - Assembly PRINT

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

ACA 7 (Jackson, D) Government preferences.

Introduced: 02/13/2025

Last Amended: 05/07/2025

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

Location: 02/19/2026 - Senate Rules

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

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

Introduced: 03/26/2025

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

Location: 03/26/2025 - Assembly PRINT

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

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

Introduced: 04/22/2025

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

Location: 04/22/2025 - Assembly PRINT

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

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

Introduced: 01/07/2026

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

Location: 01/07/2026 - Assembly PRINT

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

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

Introduced: 12/02/2024

Last Amended: 03/13/2025

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

Location: 07/17/2025 - Assembly 2 YEAR

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

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

Introduced: 01/15/2025

Last Amended: 04/07/2025

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

Location: 08/28/2025 - Assembly 2 YEAR

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

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

Introduced: 01/30/2025

Last Amended: 04/07/2025

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

Location: 01/27/2026 - Assembly DESK

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

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

Introduced: 02/18/2025

Last Amended: 07/03/2025

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

Location: 08/28/2025 - Assembly 2 YEAR

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

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

Introduced: 02/18/2025

Last Amended: 07/17/2025

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

Location: 08/28/2025 - Assembly 2 YEAR

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

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

Introduced: 02/19/2025

Last Amended: 09/09/2025

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

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

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

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

Introduced: 02/20/2025

Last Amended: 04/29/2025

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

Location: 07/17/2025 - Assembly 2 YEAR

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

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

Introduced: 02/20/2025

Last Amended: 06/27/2025

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

Location: 08/28/2025 - Assembly 2 YEAR

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

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

Introduced: 02/20/2025

Last Amended: 06/23/2025

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

Location: 09/10/2025 - Assembly 2 YEAR

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

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

Introduced: 02/20/2025

Last Amended: 03/26/2025

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

Location: 08/28/2025 - Assembly 2 YEAR

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

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

Introduced: 02/20/2025

Last Amended: 04/21/2025

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

Location: 07/17/2025 - Assembly 2 YEAR

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

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

Introduced: 02/20/2025

Last Amended: 01/22/2026

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

Location: 01/27/2026 - Assembly DESK

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

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

Introduced: 02/21/2025

Last Amended: 01/08/2026

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

Location: 01/26/2026 - Assembly DESK

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

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

Introduced: 02/21/2025

Last Amended: 04/21/2025

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

Location: 07/17/2025 - Assembly 2 YEAR

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

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

Introduced: 02/21/2025

Last Amended: 07/02/2025

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

Location: 09/04/2025 - Assembly INACTIVE FILE

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

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

Introduced: 02/21/2025

Last Amended: 07/17/2025

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

Location: 08/28/2025 - Assembly 2 YEAR

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

SB 872 (McNerney, D) Climate change: funding priorities.

Introduced: 01/06/2026

Last Amended: 02/18/2026

Status: 02/26/2026 - Re-referred to Coms. on E.Q. and N.R. & W.

Location: 02/26/2026 - Senate Environmental Quality

Summary: The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law requires, beginning with 2026–27 fiscal year, that funds be allocated according to a specified priority, including, among other things, that the sum of \$1,000,000,000 be reserved for appropriation by the Legislature in the annual Budget Act or other statute. This bill would require, of that amount, beginning with the 2026–27 fiscal year and continuing through the 2046–47 fiscal year, the sum of \$150,000,000 be appropriated annually, to the Department of Water Resources for the purposes of supporting capital improvements to restore the original design water conveyance capacity for state water conveyance systems impacted operationally by land subsidence, and the sum of \$150,000,000 be appropriated annually to the Sacramento-San Joaquin Delta Conservancy for projects in the Sacramento-San Joaquin Delta to improve existing levees, as specified, thereby making an appropriation.

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

Introduced: 01/16/2026

Status: 02/11/2026 - Referred to Com. on TRANS.

Location: 02/11/2026 - Senate Transportation

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

SB 908 (Wiener, D) Housing development: transit-oriented development.

Introduced: 01/22/2026

Status: 02/11/2026 - Referred to Com. on RLS.

Location: 01/22/2026 - Senate Rules

Summary: Current law generally regulates the development of transit-oriented housing developments near transit-oriented development stops. Current law defines various terms for these purposes. Current law requires the Department of Housing and Community Development to oversee compliance with those provisions, authorizes a local government to enact an ordinance to make its zoning code consistent with those provisions, as specified, and requires each metropolitan planning organization to create a map of transit-oriented development stops and zones within its region by tier, as specified. This bill would state the intent of the Legislature to enact subsequent legislation that would make technical and clarifying changes to those laws governing transit-oriented development, and to add a select set of San Francisco Bay area ferry terminals to the scope of those provisions.

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

Introduced: 02/02/2026

Status: 02/18/2026 - Referred to Coms. on L., P.E. & R. and P., D.T., & C.P.

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

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

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

Introduced: 02/02/2026

Status: 02/18/2026 - Referred to Coms. on L., P.E. & R. and P., D.T., & C.P.

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

Summary: Current law establishes the Employment Development Department (EDD), which is administered by the Director of Employment Development. Under current law, the Director of Employment Development is vested with specified duties, purposes, responsibilities, and jurisdiction related to job creation activity functions, among other things. This bill would establish the California Worker Technological Displacement Act, which would require a covered employer, as defined, to provide at least a 90-day advanced written notice, as described, before any technological displacement or termination of contract affecting 25 or more workers or 25 percent of the workforce, whichever is less. The bill would require a covered employer to provide that notice to affected employees, the EDD, and specified state and local entities. The bill would also require a covered employer to provide a written technology hiring disruption notice to be provided to the EDD and specified local entities when it executes a technological reduction in hiring or cessation in hiring due to the adoption of artificial intelligence or other automating technology. The bill would impose various reporting requirements on the EDD. For covered employers with more than 100 workers, this bill would entitle workers affected by technological displacement or termination of contract to a right of first bid on other positions with the employer and would prohibit discharge of those workers during a 90-day period from when notice is provided.

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

Introduced: 02/04/2026

Status: 02/25/2026 - Set for hearing March 18.

Calendar: 03/18/26 S-ENVIRONMENTAL QUALITY 9 a.m. - 1021 O Street, Room 1200 BLAKESPEAR, CATHERINE, Chair

Location: 02/11/2026 - Senate Environmental Quality

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

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

Introduced: 02/05/2026

Status: 02/18/2026 - Referred to Coms. on JUD. and L. GOV.

Location: 02/18/2026 - Senate Judiciary

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

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

Introduced: 02/10/2026

Status: 02/18/2026 - Referred to Com. on E.M.

Location: 02/18/2026 - Senate Emergency Management

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

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

Introduced: 02/11/2026

Status: 02/25/2026 - Set for hearing March 18.

Calendar: 03/18/26 S-ENVIRONMENTAL QUALITY 9 a.m. - 1021 O Street, Room 1200 BLAKESPEAR, CATHERINE, Chair

Location: 02/18/2026 - Senate Environmental Quality

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

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

Introduced: 02/11/2026

Status: 02/18/2026 - Referred to Com. on TRANS.

Location: 02/18/2026 - Senate Transportation

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

SB 1046 (Blakespear, D) Occupational safety.

Introduced: 02/11/2026 (Spot bill)

Status: 02/18/2026 - Referred to Com. on RLS.

Location: 02/11/2026 - Senate Rules

Summary: Current law establishes the Occupational Safety and Health Standards Board within the Department of Industrial Relations for the adoption of occupational safety and health standards and establishes the Division of Occupational Safety and Health in that department for the enforcement of those occupational safety and health standards, as prescribed. This bill would state the intent of the Legislature to enact legislation to direct the Occupational Safety and Health Standards Board to develop standards or guidelines for the exposure of workers to contaminated transboundary flows.

SB 1087 (Cabaldon, D) Transportation planning: sustainable communities strategies: Road Maintenance and Rehabilitation Program: local planning grants.

Introduced: 02/13/2026

Status: 02/26/2026 - Referred to Coms. on E.Q. and TRANS.

Location: 02/26/2026 - Senate Environmental Quality

Summary: Current law requires certain transportation planning agencies to prepare and adopt every 4 years, except as provided, regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. This bill would instead require, on and after January 1, 2027, every 2nd regional transportation plan prepared and adopted by those transportation planning agencies to include a sustainable communities strategy prepared by a metropolitan planning organization.

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

Introduced: 02/17/2026

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

Location: 02/26/2026 - Senate Governmental Organization

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

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

Introduced: 02/17/2026

Status: 02/26/2026 - Referred to Com. on TRANS.

Location: 02/26/2026 - Senate Transportation

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

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

Introduced: 02/18/2026

Status: 02/26/2026 - Referred to Com. on L., P.E. & R.

Location: 02/26/2026 - Senate Labor, Public Employment and Retirement

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

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

Introduced: 02/18/2026

Status: 02/19/2026 - From printer. May be acted upon on or after March 21.

Location: 02/18/2026 - Senate Rules

Summary: The California Constitution provides that people have the right of access to information concerning the conduct of the people's business. Various provisions of current law, including the California Public Records Act, the Bagley-Keene Open Meeting Act, and the Ralph M. Brown Act, provide, with some exceptions, for public access to government records and meetings of government bodies. Among those acts, the California Public Records Act defines "person" to include any natural person, corporation, partnership, limited liability company, firm, or association. The Political Reform Act of 1974 imposes various requirements and limitations with respect to the conduct of public officials, campaign expenditures and disclosures, political advertisements, lobbying, the ballot pamphlet, and other aspects of political reform. The Administrative Procedure Act governs, among other things, the procedures for the adoption, amendment, or repeal of regulations by state agencies and for the review of those regulatory actions by the Office of Administrative Law. The California Environmental Quality Act defines "person" to include any person, firm, association, organization, partnership, business, trust, corporation, limited liability company, company, district, county, city and county, city, town, and, among other things, the state. This bill would specify that, for purposes of the California Public Records Act, the Bagley-Keene Open Meeting Act, the Ralph M. Brown Act, the Political Reform Act of 1974, the Administrative Procedure Act, and CEQA, "person," "interested person," "participant," "member of the public," as applicable, and any other similar terms under each act referring to those who may engage with governmental agencies, do not include artificial intelligence, as defined, systems, autonomous agents, robots, or other nonhuman entities, whether physical or digital.

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

Introduced: 02/18/2026

Status: 02/26/2026 - Referred to Coms. on TRANS. and N.R. & W.

Location: 02/26/2026 - Senate Transportation

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

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

Introduced: 02/18/2026

Status: 02/26/2026 - Referred to Coms. on TRANS. and JUD.

Location: 02/26/2026 - Senate Transportation

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

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

Introduced: 02/18/2026

Status: 02/26/2026 - Referred to Com. on E. & C.A.

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

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

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

Introduced: 02/18/2026

Status: 02/26/2026 - Referred to Com. on TRANS.

Location: 02/26/2026 - Senate Transportation

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

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

Introduced: 02/19/2026

Status: 02/20/2026 - From printer. May be acted upon on or after March 22.

Location: 02/19/2026 - Senate Rules

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

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

Introduced: 02/19/2026

Status: 02/20/2026 - From printer. May be acted upon on or after March 22.

Location: 02/19/2026 - Senate Rules

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

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

Introduced: 02/19/2026

Status: 02/20/2026 - From printer. May be acted upon on or after March 22.

Location: 02/19/2026 - Senate Rules

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

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

Introduced: 02/19/2026

Status: 02/20/2026 - From printer. May be acted upon on or after March 22.

Location: 02/19/2026 - Senate Rules

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

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

Introduced: 02/19/2026

Status: 02/20/2026 - From printer. May be acted upon on or after March 22.

Location: 02/19/2026 - Senate Rules

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

SB 1256 (Jones, R) California Environmental Quality Act: exemption for closure of railroad grade crossing.

Introduced: 02/19/2026

Status: 02/20/2026 - From printer. May be acted upon on or after March 22.

Location: 02/19/2026 - Senate Rules

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would exempt from CEQA the closure of a railroad grade crossing by order of the Public Utilities Commission if the commission finds the crossing to present a threat to public safety. The bill would make this exemption inapplicable to any crossing for high-speed rail or any crossing for a project carried out by the High-Speed Rail Authority. The bill would require the lead agency to file the notice of exemption with specified public entities. Because the bill would impose additional duties on lead agencies with regards to the filing of the notice of exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 1266 (Stern, D) Greenhouse gases: endangerment findings.

Introduced: 02/19/2026

Status: 02/20/2026 - From printer. May be acted upon on or after March 22.

Location: 02/19/2026 - Senate Rules

Summary: Would state that greenhouse gases are air pollutants that endanger public health and welfare and would, to the extent authorized by federal law, require state agencies implementing or enforcing statutes relating to air quality, climate change, transportation, energy, or public health to implement or enforce those statutes consistent with that endangerment statement.

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

Introduced: 02/20/2026

Status: 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.

Location: 02/20/2026 - Senate Rules

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

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

Introduced: 02/20/2026

Status: 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.

Location: 02/20/2026 - Senate Rules

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

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

Introduced: 02/20/2026

Status: 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.

Location: 02/20/2026 - Senate Rules

Summary: The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, the Shortline Railroad Modernization Act of 2026, would allow credits against those taxes for each taxable year beginning on or after January 1, 2026, to a qualified taxpayer in an amount equal to 50% of the qualified shortline railroad expenditures and 50% of the qualified new rail infrastructure expenditures, as defined and specified.

SB 1292 (Richardson, D) Enhanced curb management system.

Introduced: 02/20/2026

Status: 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.

Location: 02/20/2026 - Senate Rules

Summary: Current law authorizes, until January 1, 2030, a local agency, as defined, to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes. Existing law requires a designated employee of a city, county, city and county, or a contracted law enforcement agency for a special transit district, who is qualified by the city and county or the district to issue parking citations, to review photographs for the purpose of determining whether a parking violation occurred in a bicycle lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law requires these photographic records to be confidential and makes these records available only to public agencies to enforce parking violations. Existing law requires any local agency that implements this pilot program to report to specified committees of the Legislature on the system's effectiveness and impact on traffic outcomes, among other things, by December 31, 2028. This bill would authorize a local agency, as defined, to establish an enhanced curb management system (system) that records images of vehicles for the purpose of enforcing parking violations or automating parking payments if certain requirements are met. The bill would require the governing body of the local agency to adopt a public ordinance or resolution that would authorize the use of a system in specified locations, including, among others, passenger loading zones and commercial loading zones. The bill would require a local agency that automates parking payments by charging vehicles a fee for access to outline the fee, and any adjusted rates, in an ordinance or resolution. This bill contains other related provisions and other existing laws.

SB 1293 (Alvarado-Gil, R) State highways: projects: notice.

Introduced: 02/20/2026

Status: 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.

Location: 02/20/2026 - Senate Rules

Summary: Existing law establishes the Department of Transportation and requires it to improve and maintain the state highways, as provided. This bill would require the department to provide written notice of certain construction or maintenance projects within the right-of-way of a state highway in a county with a population of 250,000 people or fewer to a person who resides in, or a business that is located within, 10 miles of the project limits, as specified.

SB 1326 (Wahab, D) California Environmental Quality Act: tribal cultural resources: mitigation measures.

Introduced: 02/20/2026

Status: 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.

Location: 02/20/2026 - Senate Rules

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would modify the definition of tribal cultural resource to, among other things, include a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is identified by the Native American Heritage Commission as a sacred place, as provided, or included in a local tribal register.

SB 1337 (Richardson, D) Transportation fuels: interagency working group.

Introduced: 02/20/2026

Status: 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.

Location: 02/20/2026 - Senate Rules

Summary: Existing law establishes the Division of Petroleum Market Oversight to, among other things, provide independent oversight and analysis of the transportation fuels market for the protection of consumers by identifying market design flaws, market power abuses, and any other manner by which market participants act to harm competition or act contrary to the best interests of the consumers in the state. Existing law requires the director of the division, when requested, to appear before the appropriate policy committees of the Legislature to provide an update on the division's performance as compared to its objectives, the status of competition in the transportation fuels markets, and other information the committees request. This bill would establish an interagency workgroup led by the State Energy Resources Conservation and Development Commission and consisting of the State Lands Commission, relevant air districts, local governments, airports, and ports to do specified things, including, among other things, strengthen coordination and establish clear lines of communication to prioritize critical energy policies and regulations, as specified, and to propose opportunities for partnership between the Governor's office, state agencies, boards, commissions, offices, and other entities, as necessary, and the Legislature in order to advance solutions to strategically align regulations and permitting processes across all levels of government that could best support achievement of state policy goals.

SB 1382 (Alvarado-Gil, R) Department of Transportation: mountain passes: openings.

Introduced: 02/20/2026

Status: 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.

Location: 02/20/2026 - Senate Rules

Summary: Existing law vests the Department of Transportation with possession and control of all state highways. Existing law requires the department, on or before July 1, 1992, to adopt and implement a deicing policy for state highways, as specified. Existing law specifically requires the department to remove snow from a specified portion of Interstate Route 80, as specified. This bill would require the department to ensure that all mountain passes under its control are open for operation by May 1 of each year. If it is projected that it is not feasible for the department to meet that requirement, the bill would require the department to publish on its internet website a written notice of which mountain passes it will not be able to open, including the documented causes, by April 1 of each year.

SB 1388 (Durazo, D) Local agencies: improvement and maintenance of natural habitat.

Introduced: 02/20/2026

Status: 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.

Location: 02/20/2026 - Senate Rules

Summary: Existing law authorizes a local agency to, as specified, establish a district to provide for the improvement or maintenance of natural habitat. Existing law authorizes the local agency to perform those functions or contract with the state, another local agency, or a special district to perform those functions, as specified. This bill would additionally authorize a local agency to contract with a joint powers authority to perform the above-described functions.

SB 1408 (Arreguin, D) Local Transportation Authority and Improvement Act: Contra Costa Transportation Authority.

Introduced: 02/20/2026

Status: 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.

Location: 02/20/2026 - Senate Rules

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 subject to voter approval and other specified requirements. The act authorizes revenues from the transactions and use tax to be allocated for, among other things, the construction, improvement, and operation of public transit systems. This bill would expressly state that the Contra Costa Transportation Authority (CCTA) has all powers granted by the act to a local transportation authority, thereby authorizing the CCTA to impose a transactions and use tax pursuant to the act. The bill would authorize the CCTA to use revenues from a transactions and use tax imposed pursuant to the act to be allocated for the acquisition, construction, maintenance, and operation of vehicles and facilities related to public transportation systems and for the development, construction, and installation of components of public transportation systems, as specified. The bill would authorize the CCTA to acquire, develop, own, and operate facilities, systems, and devices, as specified. The bill would require the CCTA to be responsible for the coordination of public transit systems within the County of Contra Costa, and would require, upon request by the CCTA, transit operators within the County of Contra Costa to work with the CCTA to promote the purposes of this paragraph. The bill would require the CCTA to serve as a clearinghouse to facilitate the exchange of information related to signal coordination and signal prioritization within the County of Contra Costa, as specified. The bill would authorize the CCTA to acquire and dispose of real and personal property by certain means, including, but not limited to, acquisition by eminent domain, as specified. By creating new duties for the CCTA and other public transit operators within the County of Contra Costa, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 1411 (Stern, D) Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.

Introduced: 02/20/2026

Status: 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.

Location: 02/20/2026 - Senate Rules

Summary: Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law requires moneys collected by the State Air Resources Board from the auction or sale of certain allowances as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and continuously appropriates a portion of the moneys in the fund for various purposes, including a specified portion to the authority for certain purposes. Existing law prohibits the authority from entering into new funding commitments with those moneys for activities outside of the Merced to Bakersfield segment, until June 30, 2030, or when that segment is fully funded, whichever is sooner. Notwithstanding that prohibition, existing law authorizes the authority to enter into new funding commitments outside of the Merced to Bakersfield segment for additional activities, not to cumulatively exceed \$500,000,000, that maximize the efficiency of delivering the project, as specified. This bill would authorize the authority to enter into new funding commitments with the above-described moneys outside of the Merced to Bakersfield segment in any amount for additional activities that maximize the efficiency of delivering the project, as specified. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.

SB 1424 (Archuleta, D) Electric vehicle service equipment: advisory board.

Introduced: 02/20/2026

Status: 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.

Location: 02/20/2026 - Senate Rules

Summary: Existing law authorizes the State Energy Resources Conservation and Development Commission (Energy Commission), in consultation with the State Air Resources Board and the Public Utilities Commission, to require any weight class of battery electric vehicle to be bidirectional capable, as defined, if it determines there is a sufficiently compelling beneficial bidirectional-capable use case to the battery electric vehicle operator and electrical grid. Existing law defines various terms for this purpose, including "electric vehicle service equipment." Existing law authorizes the Energy Commission to periodically update the definitions of those defined terms to ensure that the definitions align with current technologies in bidirectional charging and account for ongoing innovation. This bill would require the Energy Commission to establish the Electric Vehicle Service Equipment Standards Advisory Board to develop, and recommend to the Energy Commission, state standards for electric vehicle service equipment to ensure safety and reliability throughout the state.

SCR 108 (Archuleta, D) Deputy David Piquette Memorial Highway.

Introduced: 01/08/2026

Status: 01/21/2026 - Re-referred to Com. on TRANS.

Location: 01/21/2026 - Senate Transportation

Summary: Would designate a specified portion of State Route 91 in the County of Orange as the Deputy David Piquette Memorial Highway. The measure would request that the Department of Transportation determine the cost of appropriate signs showing this special designation and, upon receiving donations from nonstate sources sufficient to cover the cost, to erect those signs.

SCR 124 (Wiener, D) Transportation access: persons with epilepsy.

Introduced: 02/12/2026

Status: 02/26/2026 - Re-referred to Com. on JUD.

Location: 02/26/2026 - Senate Judiciary

Summary: Would encourage relevant state agencies to evaluate existing transportation programs, develop policy options, and consider pilot initiatives that improve reliable, affordable, and accessible transportation for individuals with epilepsy. The measure would also encourage coordination with federal partners and welcome the participation of advocacy groups in informing and advancing complementary state-federal strategies.



March 19, 2026

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

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is positioned to the right of the "From:" field.

Overview

The Orange County Transportation Authority regularly updates the Legislative Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This report provides updates on the Environmental Protection Agency's rescission of the 2009 greenhouse gas Endangerment Finding and related litigation, leadership transitions at the Federal Transit Administration, transportation-related elements of the President's 2026 State of the Union address, and the California Department of Transportation's draft federal surface transportation reauthorization principles.

Recommendation

Receive and file as an information item.

Discussion

Update on the Repeal of the 2009 Greenhouse Gas (GHG) Emission Endangerment Finding

As previously reported to the Legislative Committee on September 18, 2025, the United States (U.S.) Environmental Protection Agency (EPA) announced its intent to repeal the 2009 "Endangerment and Cause or Contribute Finding for GHGs Under Section 202(a) of the Clean Air Act (CAA)" (Endangerment Finding). At that time, the proposed repeal had been published in the Federal Register and was undergoing public comment.

On February 12, 2026, EPA signed a final rule rescinding the Endangerment Finding and repealing federal GHG emission standards for light-, medium-, and heavy-duty vehicles and engines for model years 2012 and beyond. On February 18, 2026, the EPA published the final rule, which is scheduled to become effective on April 20, 2026 (60 days after publication), unless stayed by the court. On the same day the rule was published, a coalition of public health and environmental organizations filed a petition for review in the U.S. Court of

Appeals for the District of Columbia Circuit, challenging the rule and additional legal challenges and motions for a judicial stay are possible. In addition, several U.S. Senators have announced an inquiry into the EPA's rulemaking process. The Endangerment Finding was issued in 2009 following the U.S. Supreme Court's decision in *Massachusetts v. EPA* (2007), which held that greenhouse gases qualify as "air pollutants" under the CAA. EPA subsequently determined that six GHGs met the statutory threshold under Section 202(a), establishing the legal basis for federal vehicle GHG standards and supporting broader climate-related regulation under the CAA.

In rescinding the Endangerment Finding, EPA concluded that the CAA does not clearly authorize regulation of GHG emissions to address global climate change and that the 2009 Endangerment Finding exceeded EPA's statutory authority. The final rule repeals existing federal vehicle GHG standards but does not affect other vehicle programs, including standards for criteria pollutants and air toxics or Corporate Average Fuel Economy requirements, which operate under separate authorities.

Although the rescission directly addresses vehicle standards, EPA has indicated that it may reconsider other GHG regulations under the CAA, including proposing to repeal GHG standards for fossil fuel-fired power plants and potential reconsideration of the aircraft endangerment finding, through separate rulemakings. The scope and durability of those actions will likely be determined through ongoing and future litigation and administrative proceedings.

The interaction between the federal rescission and California's vehicle emission authority remains a key issue. The action does not directly revoke California's waiver authority under Section 209 of the CAA; however, future vehicle emission programs may be subject to further federal review or judicial interpretation. As of this report, California has not announced changes to its existing regulatory framework. Regulatory divergence between federal and California programs remains possible, pending resolution of litigation and any additional federal or state action.

No immediate operational impacts to OCTA are anticipated, as existing regulatory requirements remain in effect unless and until modified through further rulemaking or judicial action. However, the pending litigation and resulting regulatory uncertainty could affect vehicle market availability, manufacturer product planning, certification timelines, compliance strategies across jurisdictions, funding criteria tied to emissions performance, and long-term fleet procurement planning. Staff will continue to monitor court proceedings and related federal and state regulatory developments and will assess potential implications for agency operations.

Federal Transit Administration Leadership Update

Public reporting indicates that Federal Transit Administration (FTA) Administrator Marcus J. Molinaro resigned effective February 20, 2026, after approximately six months in the role. Administrator Molinaro was confirmed by the U.S. Senate on August 2, 2025, and assumed duties shortly thereafter, following prior service as a Member of Congress and local elected official in New York. As of March 4, 2026, no successor or acting administrator has been publicly announced.

In addition to the departure of Administrator Molinaro, FTA Executive Director Matthew Welbes announced his intention to retire from federal service in the coming months, concluding more than 30 years at the agency, including nearly 18 years as Executive Director. In a message to staff, Welbes indicated he will continue coordinating with agency leadership to support transition efforts prior to his departure. Welbes' tenure spanned multiple presidential administrations and included oversight of major capital programs, safety initiatives, and regulatory compliance matters affecting transit agencies nationwide.

With Administrator Molinaro's announced departure and the Executive Director's planned retirement, the FTA is entering a period of senior leadership transition. No formal announcements have been made regarding permanent or acting successors for these positions.

Caltrans Draft Federal Surface Transportation Reauthorization Principles

The California Department of Transportation (Caltrans) recently released draft federal surface transportation reauthorization principles outlining state priorities for the next multi-year federal surface transportation authorization bill following the expiration of the Infrastructure Investment and Jobs Act on September 30, 2026. The draft document, included as Attachment A, presents a statewide framework intended to guide engagement with Congress and the U.S. Department of Transportation as reauthorization discussions begin.

The principles focus on several core themes, including stabilizing the Highway Trust Fund and maintaining current federal funding levels, plus inflation, prioritizing safety through a Safe Systems approach, advancing a "Fix-it-First" strategy to address deferred maintenance needs, strengthening supply chain and goods movement resiliency, increasing flexibility within federal funding programs, streamlining environmental review and permitting processes, and supporting innovation and emerging transportation technologies.

A central component of the draft principles is a shift toward increasing the share of transportation funding distributed through formula programs while reducing reliance on competitive discretionary grants. The stated objective is to provide more predictable funding, reduce administrative burdens, accelerate project

delivery, and allow states and local agencies greater flexibility to direct funds to locally determined priorities.

This proposed shift has prompted discussion among regional and local transportation agencies regarding the appropriate balance between formula and competitive funding. For OCTA, a stronger emphasis on formula funding and flexibility aligns with longstanding Board-adopted federal principles supporting funding stability, suballocation certainty, and local decision-making authority. Predictable formula funding supports long-range planning and efficient delivery of projects across the County. At the same time, the draft principles contemplate linking future funding more closely to certain statewide performance objectives and metrics. Depending on how such performance measures are structured in federal legislation, they may not fully align with OCTA's adopted principles emphasizing local discretion and funding stability.

In addition, certain competitive discretionary programs, particularly large capital programs such as the Federal Transit Administration's Capital Investment Grants program, have historically provided critical federal participation for major transit investments. Any significant restructuring or reduction of competitive programs at the federal level could affect agencies pursuing large-scale, capital-intensive projects that rely on discretionary funding partnerships.

Caltrans' principles are currently in draft form and have not been officially submitted. The final draft was released on January 16, 2026, and was available for public comment through February 27, 2026. Caltrans and the California State Transportation Agency have indicated the document will serve as the foundation for a coordinated statewide federal advocacy strategy, and they will continue accepting requests from organizations seeking to become signatories through July 31, 2026. Finalization of the principles is expected following review of public comments and stakeholder engagement in the coming months. Congress has not yet released formal surface transportation reauthorization legislation. Staff will continue to monitor development of the final Caltrans principles and evolving federal proposals, and will assess potential implications for OCTA's funding strategy, including both formula-based programs and key discretionary grant opportunities. This could include working with partner agencies through the California Transit Association, California Councils of Government, and Self-Help Counties Coalition to provide feedback.

Summary of President's 2026 State of the Union Address

On February 24, 2026, President Donald Trump delivered his State of the Union address, outlining the Administration's priorities related to economic policy, immigration enforcement, public safety, trade, health care, and national security. The address framed the first year of the President's second term as a period of economic expansion, declining inflation and energy prices, strengthened border enforcement, and increased military investment. The President also urged Congress to codify several executive actions and advance additional legislation

related to tax policy, election administration, immigration, and criminal justice. While the address did not include detailed proposals specific to federal surface transportation authorization or transit funding programs, several statements have potential relevance to transportation agencies and infrastructure planning.

The President called on Congress to pass what he referred to as the “Dalilah Law,” which would prohibit states from issuing commercial driver’s licenses (CDL) to non-citizens. The proposal was presented in the context of roadway safety and immigration enforcement. This proposal is particularly relevant given California’s current commercial driver licensing compliance issues. As previously reported to the Legislative Committee, the Federal Motor Carrier Safety Administration issued a Final Determination of Substantial Noncompliance to the State related to its CDL program, with potential federal highway formula funding withholding beginning in fiscal year (FY) 2027 if corrective actions are not completed. Any new federal statutory changes affecting CDL eligibility standards could intersect with California’s ongoing compliance efforts and may have implications for state licensing authority, trucking workforce availability, and freight mobility.

The President also highlighted the 2026 Fédération Internationale de Football Association World Cup and the 2028 Olympic and Paralympic Games in Los Angeles, emphasizing federal attention to host city safety and preparedness. While no new transportation funding was announced in the address, Congress has already provided dedicated funding in the FY 2026 THUD appropriations bill for transit planning, capital improvements, and operating assistance associated with both events. Staff will continue coordinating with federal and regional partners and monitoring any additional federal guidance or administrative actions that could affect mobility planning, security requirements, or event-related operations.

At this time, the address serves primarily as an indication of Administration policy direction rather than a source of immediate statutory or regulatory change. The proposals referenced will require congressional action or further federal rulemaking before taking effect. Staff will continue to monitor legislative developments, agency guidance, and intergovernmental coordination efforts and will report back to the Legislative Committee as additional information becomes available or as potential impacts to OCTA are identified.

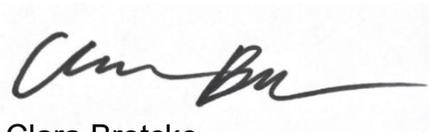
Summary

Information is provided on the Environmental Protection Agency's rescission of the 2009 Greenhouse Gas Endangerment Finding, leadership changes at the Federal Transit Administration, transportation-related items from the President's State of the Union address, including a proposed commercial driver's license policy change and coordination related to upcoming international events, and the California Department of Transportation's draft federal surface transportation reauthorization principles.

Attachments

- A. California Federal Surface Transportation Reauthorization Principles Final Draft – For Public Comment
- B. Potomac Partners DC, Monthly Legislative Report – February 2026

Prepared by:



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

Approved by:



Kristin Jacinto
Executive Director,
Government Relations
(714) 560-5754



CALIFORNIA FEDERAL SURFACE TRANSPORTATION REAUTHORIZATION PRINCIPLES

FINAL DRAFT - FOR PUBLIC COMMENT

"Federal funding is the backbone of transportation infrastructure investments. Without investments in infrastructure California cannot compete with other major world powers. California is committed to maintaining its place as the 5th largest economy in the world."

- Gavin Newsom, California Governor

"We are committed to providing a world-class transportation system by making smart investments to upgrade our infrastructure and better serve all travelers. There is no point in having a world-class transportation system if it results in numerous fatalities. The best road safety initiative is prevention, and by keeping USDOT accountable in their prioritization of and commitment to safety, we can better align transportation improvements with community safety needs."

- Toks Omishakin, California Transportation Secretary

"Increasing federal funding and decreasing the number of discretionary programs will remove time-consuming and expensive barriers for our local partners to more efficiently increase necessary project delivery."

- Dina El-Tawansy, Caltrans Director



US 395 SNOW/ICE
CARRY CHAINS
USE CAUTION

TABLE OF CONTENTS

CALIFORNIA'S VISION FOR TRANSPORTATION	4
FEDERAL FUNDING PROVIDES CRITICAL SUPPORT FOR CALIFORNIA'S ECONOMY	5
1.1. STABILIZE THE HIGHWAY TRUST FUND AND IMPLEMENT TIMELY MULTI-YEAR SURFACE TRANSPORTATION REAUTHORIZATION LAWS	6
1.2. PROVIDE GUARANTEED FUNDING AND LIMIT COMPETITIVE GRANTS ONLY TO CRITICAL FEDERAL PRIORITIES	8
1.3. STREAMLINE FEDERAL FUNDING PROGRAMS TO MAKE IT EASIER TO DELIVER PROJECTS AND MEET PERFORMANCE OBJECTIVES	10
1.4. ALLOW STATE AND LOCAL TRANSPORTATION AGENCIES TO DIRECT FUNDS TO PROJECTS THAT BEST MEET THEIR NEEDS	12
2. SAFETY REMAINS CALIFORNIA'S TOP TRANSPORTATION PRIORITY	14
3.1 CALIFORNIA'S ECONOMIC PROSPERITY DEPENDS ON CONTINUED INVESTMENTS IN THE STATE'S TRANSPORTATION SYSTEM	16
3.2. TRANSPORTATION SYSTEMS FACE MANY EMERGING ISSUES THAT THREATEN TO INTERRUPT CRITICAL ECONOMIC PATHWAYS	17
3.3. TRAVELERS NEED TRANSPORTATION OPTIONS THAT ALLOW THEM TO FREELY CHOOSE THEIR PREFERRED MODE OF TRAVEL	18
4. TRANSPORTATION IS CHANGING AND FUTURE PROGRAMS MUST EMBRACE TRANSFORMATIVE TECHNOLOGIES AND PROCESSES	19
SIGNATORIES	20

LIST OF FIGURES

FIGURE 1. FEDERAL HIGHWAY ACCOUNT AND FEDERAL MASS TRANSIT ACCOUNT REVENUES, EXPENDITURES, AND BALANCES VERSUS CALIFORNIA PROJECTED NEEDS FOR FFY 2013 THROUGH FFY 2034	7
FIGURE 2. CUMULATIVE STATE, LOCAL, AND TOTAL IJJA FUNDING SPLIT BY FEDERAL PROGRAM FOR FFY 2021 THROUGH FFY 2025	9
FIGURE 3. CALIFORNIA DISCRETIONARY GRANT AWARDS FFY 2022 THROUGH FFY 2025	9
FIGURE 4. PROPORTION OF CALIFORNIA FEDERAL AND STATE TRANSPORTATION FUND SOURCES FOR STATE FISCAL YEAR 2022-2023	11
FIGURE 5. STATE AND FEDERAL HIGHWAY FUNDING FOR STATE FISCAL YEAR 2025	11
FIGURE 6. LOCAL STREET AND ROAD FUNDING FOR STATE FISCAL YEAR 2025	11
FIGURE 7. NATIONAL MANDATORY AND DISCRETIONARY EXPENDITURES BY MODAL ADMINISTRATION VS. CALIFORNIA STATE AND FEDERAL EXPENDITURES FOR FFY 2013 THROUGH FFY 2025	13
FIGURE 8. NATIONAL TRANSPORTATION FATALITIES BY MODE, 2010-2023	15

CALIFORNIA'S VISION FOR TRANSPORTATION

THE CALIFORNIA DEPARTMENT OF TRANSPORTATION'S (CALTRANS') VISION IS A THRIVING AND CONNECTED CALIFORNIA. THIS VISION CARRIES BOTH NATIONAL AND GLOBAL IMPACTS. TO ACHIEVE OUR VISION, WE RECOMMEND CONGRESS FOCUS ON THESE CORE POLICY PRINCIPLES TO GUIDE THE NEXT SURFACE TRANSPORTATION REAUTHORIZATION LEGISLATION PACKAGE:

1. **Enacting Funding Reforms:** California's transportation infrastructure needs sustainable federal funding, but federal investments are failing to keep pace with our state and local investments. Congress should stabilize the federal Highway Trust Fund, implement a timely multi-year surface transportation reauthorization, allow maximum transferability among formula program categories, reduce the number of discretionary competitive grant programs, and streamline complex and duplicative programs to remove barriers to funding transportation projects.
2. **Prioritizing Safety First:** Prioritizing Safety First: Safety is our number one priority, and the only acceptable number of deaths is zero. That is why California is committed to reaching our goal of zero deaths and serious injuries on California's roads by 2050 by implementing the Safe Systems Approach. Congress should fund robust, proactive safety programs—including programs targeted at changing behaviors—and focus the U.S. Department of Transportation's (US DOT's) resources on improving multimodal safety outcomes.
3. **Supporting Economic Prosperity:** Transportation drives our economy, but we can't build tomorrow's infrastructure with yesterday's workforce. California needs a pipeline for skilled workers to enter the workforce through training programs, university partnerships, and hiring commitments. Congress should prioritize people and communities and not just pavement.
4. **Advancing Transportation Innovation:** California is a national leader in innovative processes, pioneering technology, and intelligent transportation systems (ITS). Congress should streamline transportation project delivery to provide states like ours with the flexibility to experiment with, and harness, new technologies and processes, reform the environmental review process to achieve better outcomes for infrastructure and the environment and simplify federal permitting actions. Congress should also support emerging transformative technologies and take measures to prepare our infrastructure for these technologies.



FEDERAL FUNDING PROVIDES CRITICAL SUPPORT FOR CALIFORNIA'S ECONOMY

WORLD CLASS INFRASTRUCTURE DRIVES CALIFORNIA'S ECONOMIC PROSPERITY AND CONNECTS PEOPLE AND GOODS TO DESTINATIONS LIKE JOBS, SCHOOLS, HOSPITALS, AND MARKETPLACES EVERY DAY.

Transportation is the backbone of California's \$4.1 trillion economy—the fifth largest in the world—and is essential to the movement of goods and people that directly sustain nearly 40 million residents, or about 12 percent of the U.S. population. California's transportation system is the most complex in the nation, with 58 counties (25 self-help counties), 483 cities, 18 metropolitan planning organizations (MPOs), 26 regional transportation planning agencies (RTPAs), 237 transit agencies, more than 30 passenger and freight rail operators, and 109 federally recognized tribal governments—all working together to plan, fund, and deliver transportation projects.

The state anchors the national supply chain through its 11 major seaports, including the Ports of Los Angeles and Long Beach, which together handle approximately 40 percent of all U.S. containerized trade.¹ California is also home to more than a dozen major cargo airports

and three land ports of entry with Mexico that support high volumes of freight and cross-border commerce. As the nation's leading trade gateway, California's transportation network underpins U.S. economic growth, trade competitiveness, and the national supply chain—making continued federal investment in this infrastructure critical to the national economy.

Safety is California's top transportation priority. Unfortunately, from 2013 to 2021, California experienced an overall 29 percent increase in traffic fatalities on public roads. That is why California adopted the safe system approach in 2020 as the method to reach our goal of zero fatalities and serious injuries by 2050. The safe system approach rests on five principles: Death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is essential. California is committed

to turning these trends around and making our systems safe for all travelers, regardless of how they chose to travel.

At the same time, the transportation system is changing, and so are the needs of our communities. California faces more demands than ever to turn industry challenges into opportunities for progress. Transformative investments in technology present one of the greatest opportunities to improve the lives of all Californians by making travelling safer, more efficient, and more reliable. California also faces significant workforce development needs to ensure a skilled pipeline of transportation professionals—from engineers and planners to skilled trades and logistics specialists. Achieving our vision will require us to address workforce gaps and expand the state's infrastructure capacity to sustain long-term economic growth.

California's federal transportation priorities closely align with the American Association of State Highway and Transportation Officials (AASHTO) policy recommendations on surface transportation reauthorization² and the US DOT's reauthorization principles³ of enhancing transportation safety, accelerating project delivery for transportation projects, increasing opportunities through investment in transportation infrastructure, and strengthening partnerships to improve transportation outcomes.

¹ [Trade & Logistics: L.A. County Trade Sector at a Glance, Los Angeles County Economic Development Corporation, Retrieved September 23, 2025.](#)

² [AASHTO Transportation Policy Forum Reauthorization Resources, AASHTO, Retrieved September 5, 2025.](#)

³ [U.S. Transportation Secretary Sean P. Duffy Kicks Off Surface Transportation Reauthorization to Get America Building Again, US DOT, July 17, 2025.](#)

CORE POLICY PRINCIPLES

1.1. STABILIZE THE HIGHWAY TRUST FUND AND IMPLEMENT TIMELY MULTI-YEAR SURFACE TRANSPORTATION REAUTHORIZATION LAWS

Congress should continue IIJA funding levels (plus inflation) as a baseline for the next surface transportation reauthorization act and enact highway trust fund solvency reforms.

After the Infrastructure Investment and Jobs Act (IIJA; P.L. 117-58) ends in federal fiscal year (FFY) 2026, Congress will need to identify an additional \$114 billion (adjusted for inflation) over the next six years just to maintain current federal transportation spending levels. It is crucial for federal transportation programs to provide long-term funding stability so major multi-year projects can be completed on time and on budget.

At the same time, federal revenue is decreasing over time because the primary funding mechanism—the federal gas tax—is consumption-based and is affected by increasing fuel efficiency, changing travel patterns, and the rising market share of alternatively-fueled vehicles. In recent reauthorizations, Congress has used general funds to backfill diminishing highway trust fund revenues. In the near term, Congress will need to find ways to match transportation funding to expenditures, while the nation continues to explore other long-term alternatives to modernize and stabilize funding, like a national road usage charge or vehicle registration fee.

Figure 1 depicts the US DOT's accounting of the federal Highway Trust Fund levels, revenues collected, and expenditures for 2013 through 2024, along

with the Congressional Budget Office's projections for fund levels and California's projected transportation funding needs for the years 2025 through 2034.

This figure illustrates the federal Highway Trust Fund's structural cash flow issues and underscores the depth of its fiscal challenges:

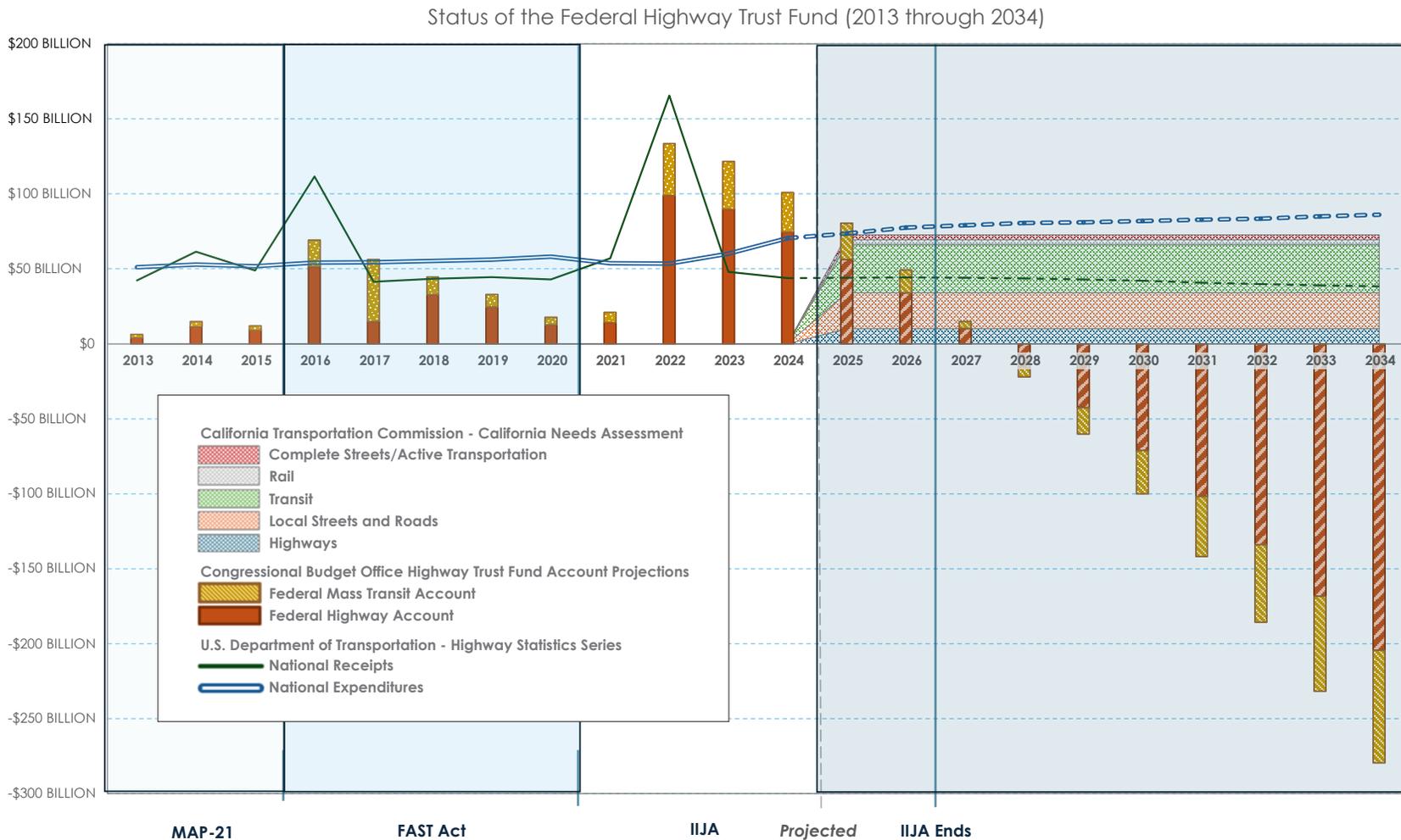
- Generally, federal spending on transportation is rising to meet the demand for more transportation infrastructure, including higher construction costs, deferred maintenance, increasing project complexity, and more frequent natural disasters.
- Large revenue spikes in 2016 and 2022 show one-time Congressional appropriations of general funds for transportation from prior multi-year surface transportation reauthorization bills: The Fixing America's Surface Transportation (FAST) Act in 2015 and the IIJA in 2022.
- In 2025, California completed its first comprehensive State and Local Transportation System Needs Assessment to project the state's transportation needs, available revenues, and funding gaps through the year 2035. California's estimated transportation needs are expected to be approximately \$756.8 billion over the next 10 years, while anticipated revenues are expected to decline by up to \$31 billion, for an estimated 10-year revenue of only \$541 billion.

Without action from Congress, the federal Highway Trust Fund will become insolvent in 2028, putting transportation projects nationwide at risk of funding shortfalls. Major transportation projects often take multiple years to complete and need stable funding sources to avoid scheduling delays and cost overruns.

Congress should address the structural deficiencies of these funds through a combination of reforms, potentially including raising revenues, regular multi-year appropriations of general funds for transportation, or matching federal spending to available funds.

TRUST FUND INSOLVENCY IS OUTPACING PROJECTED NEEDS, AND FUNDING GAPS CONTINUE TO GROW

Figure 1. Federal Highway Account and Federal Mass Transit Account Revenues, Expenditures, and Balances versus California Projected Needs for FFY 2013 through FFY 2034



¹ [Senate Bill 1121 - State and Local Transportation Full Needs Assessment](#), California Transportation Commission. Retrieved September 9, 2025.

² [Baseline Projections Highway Trust Fund Accounts Projections, January 2025](#), Congressional Budget Office. Retrieved September 9, 2025.

³ [Highway Statistic Series Publications 2013-2023](#), U.S. Department of Transportation, Federal Highway Administration (FHWA). Retrieved September 9, 2025.

1.2. PROVIDE GUARANTEED FUNDING AND LIMIT COMPETITIVE GRANTS ONLY TO CRITICAL FEDERAL PRIORITIES

Congress should reduce the number of competitive grant programs and focus on providing guaranteed formula funding to state and local governments.

The IIJA authorized more than \$560 billion in transportation spending over 5 years, creating many new programs and distributing \$196 billion through more than 100 new and existing competitive discretionary grants—representing almost 30 percent of total IIJA funding.¹ However, many state, regional, and local entities have expressed concerns that competitive grants can allow federal agencies to pick winners and losers, subject grantees to too many restrictive requirements, and unnecessarily delay projects through lengthy grant execution processes.² Overreliance on competitive grant programs also unnecessarily delayed the benefits of the IIJA's historic increases in transportation funding by requiring US DOT to set up new programs and issue guidance that takes years to develop.

Figure 2 shows how California has allocated its share of \$22.7 billion in federal formula funding received over the course of the IIJA, while Figure 3 notes the 49 competitive grant programs from which California entities received a total of \$11.3 billion in federal awards. The state has also historically had the second highest rate nationwide of transferring monies between formula funding programs.³

Figures 2 and 3 show that California has received almost one-third of its overall IIJA funding through numerous federal grant programs:

- California has continued to split federal highway funding from these formula programs so that approximately 60 percent is allocated to the state, and 40 percent is allocated to local agencies. California remains committed to reaching an approximate 60:40 split of federal funding between state and local interests under future surface transportation programs.
- California also has the largest Native American population of any U.S. state, with 109 federally recognized tribes. Many tribes lack the staff capacity and resources to compete effectively for state and federal grants, which is a challenge the Bipartisan Infrastructure Law attempted to address with dedicated tribal funding.
- Transportation agencies submitted thousands of applications for IIJA competitive grant programs, spending significant staff resources to chase federal funds that may never materialize. Future federal transportation funding programs should limit the number and scale of competitive grants programs to avoid the inefficiency of soliciting many thousands of applications, only to award a small number of projects based on subjective criteria after significant delays in time.
- Federal aid cost share on those projects that are selected for a competitive grant should be 95 percent or more, to incentivize applications from disadvantaged, low-income, or rural areas that struggle to compete for funding with well-resourced jurisdictions.

Congress should ensure that future laws limit competitive grant programs only to very specific, narrowly tailored federal interests that provide US DOT with clear statutory law for eligibility and set timelines for application evaluation and grant execution.

California supports AASHTO's recommendation that Congress should focus future funding on core highway and transit formula programs, while continuing to ensure tribal governments receive dedicated funding to address their needs. Congress should also maintain the existing ability for states to transfer formula funding between programs to let state and local governments best address their transportation needs.

Congress should set a maximum cap of 5 to 10 percent on the overall amount of funding disbursed through discretionary competitive grant programs, maintaining only the most significant and highest priority modal or objective-based programs. Congress should also consolidate or remove overlapping or duplicative funding programs to simplify the process for funding large-scale transportation projects.

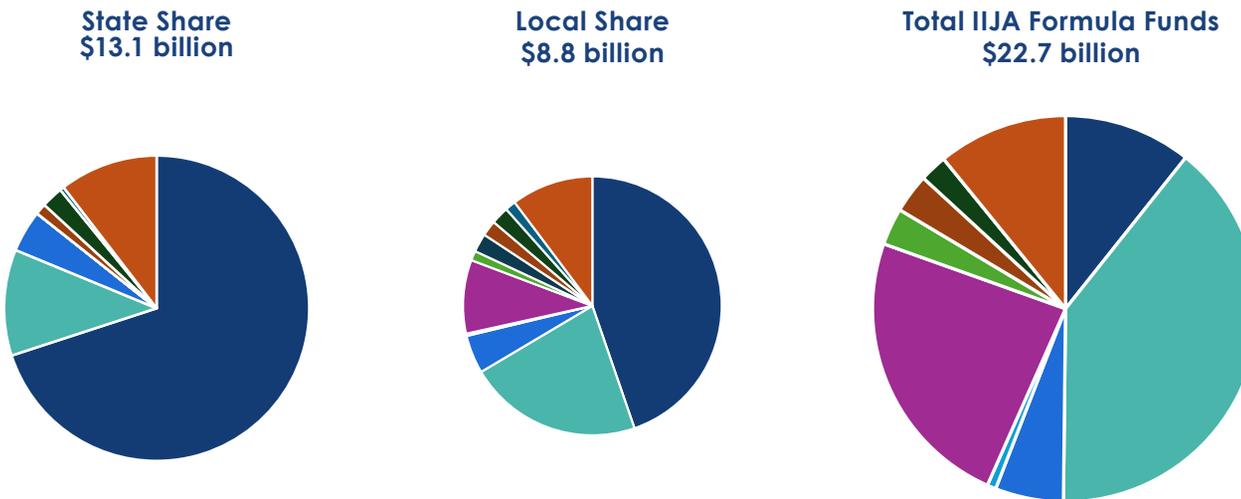
¹ [Department of Transportation Discretionary Grants: Stakeholder Perspectives](#), U.S. House of Representatives, Committee on Transportation and Infrastructure, March 7, 2024.

² [House Committee Looks at IIJA Competitive Grants](#), ENO Center for Transportation, March 8, 2024.

³ [Federal Funding Flexibility: Use of Federal-Aid Highway Fund Transfers by State DOTs](#), Transportation Research Board, 2022.

CALIFORNIA DISTRIBUTED BILLIONS IN FORMULA FUNDING TO LOCAL GOVERNMENTS AND RECEIVED ONE-THIRD OF TOTAL FEDERAL TRANSPORTATION FUNDS FROM COMPETITIVE GRANTS

Figure 2. Cumulative State, Local, and Total IIJA Funding Split by Federal Program for FFY 2021 through FFY 2025¹



Formula Funding Programs	State	Local	IIJA Cumulative
National Highway Performance Program (NHPP)	\$9,192,000,000	\$937,000,000	\$10,138,000,000
Surface Transportation Block Grant Program (STBGP)	\$1,476,000,000	\$3,457,000,000	\$4,932,000,000
Highway Safety Improvement Program (HSIP)	\$583,000,000	\$501,000,000	\$1,084,000,000
Railway Highway Grade Crossings Program (RHCP)	--	\$65,000,000	\$65,000,000
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	--	\$2,085,000,000	\$2,085,000,000
Metropolitan Planning Program (MPP)	--	\$272,000,000	\$272,000,000
National Highway Freight Program (NHFP) ²	--	--	\$524,000,000
Carbon Reduction Program (CRP)	\$154,000,000	\$286,000,000	\$440,000,000
PROTECT Formula Program (PROTECT)	\$300,000,000	\$201,000,000	\$501,000,000
Electric Vehicle Formula Program (NEVI) ²	\$57,000,000	--	\$303,000,000
Bridge Replacement and Rehabilitation Program (BRIDGE)	\$1,372,000,000	\$953,000,000	\$2,325,000,000
GRAND TOTAL	\$13,134,000,000	\$8,757,000,000	\$22,669,000,000

¹Building CA Public Infrastructure Investment Dashboard, California Department of Transportation. Retrieved on October 23, 2025.

²NHFP funds are allocated by the California Transportation Commission (CTC) as part of the Trade Corridor Enhancement Program (TCEP). NEVI funds are allocated by the California Energy Commission (CEC) to eligible projects that are consistent with the FHWA-approved NEVI plan. NEVI and NHFP funding is held outside of the 60/40 funding split, which affects the IIJA Cumulative totals.

Figure 3. California Discretionary Grant Awards FFY 2022 through FFY 2025¹

California was awarded **\$11.3 billion** from 49 federal discretionary grant programs

ADCMS	LCTM
AIG	Low/No-Emission
AIP	MCSAP
AMHP	MEGA
AOP	Modernizing NEPA
AoPP	PIDP
ASAP	PROTECT
ATP	R&E
ATTAIN	RAISE
BBF	RCE
BIP	RCP
BUILD	RIA
CFI	RTA
CIDP	RTEPF
CRISI	Rural STG
CRP	RVP (\$ 5337)
CSB	SIRC
CTP	SMART
EVC-RAA	SS4A
Ferry Program	SSG
FSP	TOD Pilot
H2Hubs	Tribal Transit
HCTP	TTP
ICAM	WCPP
INFRA	

1.3. STREAMLINE FEDERAL FUNDING PROGRAMS TO MAKE IT EASIER TO DELIVER PROJECTS AND MEET PERFORMANCE OBJECTIVES

Congress should reduce administrative burdens, remove unnecessary restrictions, and combine overlapping programs to allow states to develop innovative solutions and deliver projects faster.

Between 1916 and 2012, Congress distributed federal road funds primarily by formulas that considered key factors like land area, population, urbanization, and road mileage. However, since the enactment of the Moving Ahead for Progress in the 21st Century Act (MAP 21; P.L. 112-141), federal funding has instead prioritized returning a fixed percentage of funds paid into the Highway Trust Fund (95 cents for each dollar paid), rather than basing formulas on policy objectives or other criteria. The IJA combined surface transportation with broader infrastructure programs for the first time and added many new formulas and discretionary transportation funding programs.¹

Each federal funding program comes with its own sets of laws, regulations, and guidance to meet federal objectives and outcomes. These program-specific rules are overlaid on funding restrictions, performance measures, and other procedures to create an arcane web of obscure and often impenetrable administrative rules. These dollars are then combined with state and local monies that contain their own rules and procedures to cobble together funding for a transportation project that then must abide by every restriction.

Figure 4 shows the proportionate share of revenue sources used for transportation in state fiscal year (SFY) 2022–23, while Figures 5 and 6 show the general flow of federal, state, and local revenues used for state highway and local street and road projects:

- Figure 4 shows that roughly one-fifth of California's transportation funding comes from the federal government (mainly from federal excise taxes on gasoline and diesel) and that some of these funds are directly redistributed to local governments. Approximately one-third of funding comes from state sources (mainly from fuel taxes and vehicle fees). Slightly less than half of funding comes from local sources (mainly from local sales taxes and transit fares) and a little more than sixty percent of these funds are redistributed directly to local governments.
- Figures 5 and 6 show that a combination of federal, state, and local revenues from a variety of sources flow through multiple state accounts and programs into many channels, only to end up combined to fund large scale state and local transportation projects.
- At each step in these processes, federal and state laws and regulations add their own rules, conditions, and processes to these funding streams, which results in a wide array of overlapping and complicated project requirements.

Instead of favoring categorical programs, competitive grants, and earmarks that create administrative inefficiencies, complex and conflicting requirements, and burdensome bureaucratic rules that restrict innovation, the next surface transportation law should remove most programmatic funding restrictions and provide states with appropriate funding by simple to understand formulas.

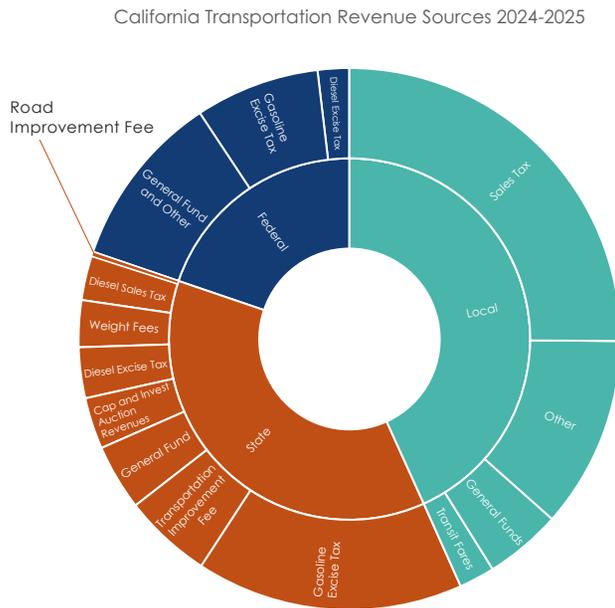
These formulas should either simply guarantee redistribution of dollars collected from federal taxes to each state without further rules or restrictions or use clear and easy to understand formula metrics like land area, overall and urban populations, and road mileage to allocate funds.

Moreover, to enhance flexibility and program efficiency, Congress should allow maximum transferability among formula program categories, without federal approval, ensuring states can direct funds to the right projects at the right time.

¹ [The Highway Funding Formula: History and Current Status Under the Infrastructure Investment and Jobs Act](#). Congressional Research Service. February 15, 2024.

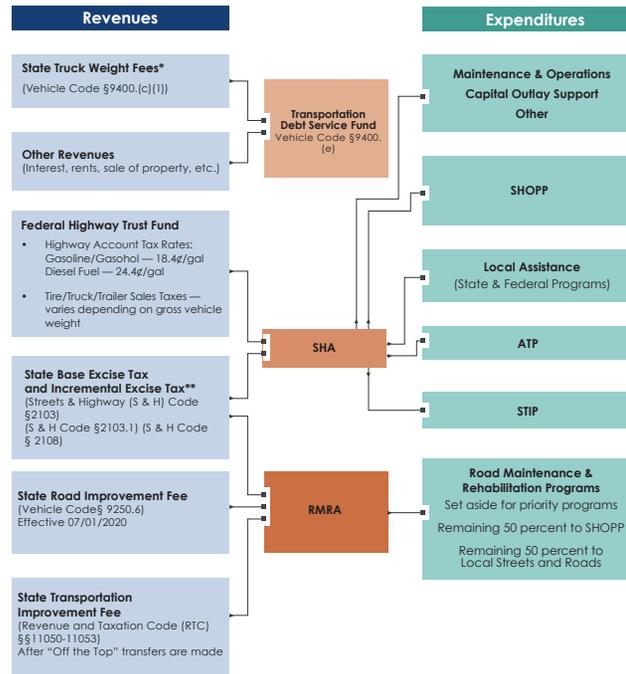
RELIABLE FEDERAL, STATE, AND LOCAL FUNDING ARE ALL NEEDED TO MEET TRANSPORTATION DEMANDS

Figure 4. Proportion of California Federal and State Transportation Fund Sources for State Fiscal Year 2022-2023¹



¹ [Overview of Transportation Funding in California](#), Legislative Analystist Office. Retrieved on October 29, 2025.

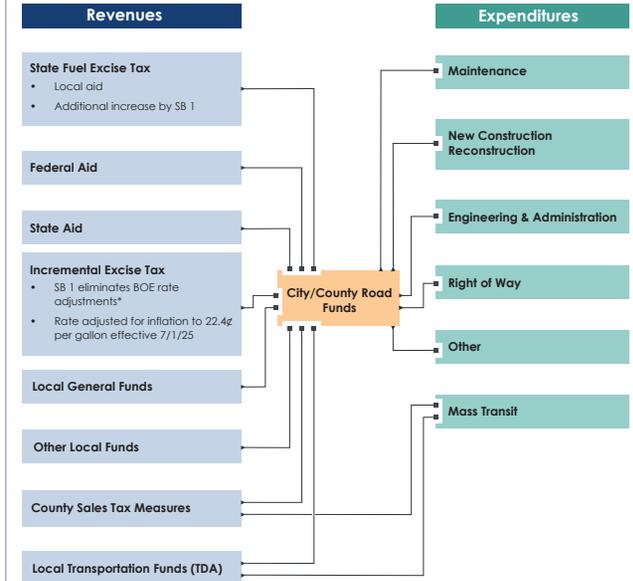
Figure 5. State and Federal Highway Funding State Fiscal Year 2025



* Assembly Bill 105 (Fuel Tax Swap) directs revenues from the Truck Weight Fees to pay transportation bond debt service and loans to the General Fund.

** The Fuel Tax Swap was originally enacted in 2010 as ABX8 6/SB 70 and re-enacted in 2011 through AB 105 in response to Propositions 22 and 26 (2010). The Road Maintenance and Rehabilitation Act of 2017 (SB 1) replaced the price-based excise tax with an incremental excise tax of 17.3¢ per gallon rate on July 1, 2019 that adjusts for inflation starting in 2020.

Figure 6. Local Street and Road Funding for State Fiscal Year 2025



Revenues and expenditures reported in the State Controller, Annual Reports of Financial Transactions at <https://bythenumbers.sco.ca.gov/>:

- * Streets and Roads
- * Transit Operators
- * Transportation Planning Agencies
- * See Road Repair and Accountability Act of 2017 (SB 1)

1.4. ALLOW STATE AND LOCAL TRANSPORTATION AGENCIES TO DIRECT FUNDS TO PROJECTS THAT BEST MEET THEIR NEEDS

Congress should provide stable federal funding that meets state and local needs, while prioritizing safety and efficiency across all modes of travel.

On July 17, 2025, US DOT Secretary Sean Duffy outlined an agenda for surface transportation reauthorization focused on four key pillars: enhancing safety across all modes of transportation, accelerating project delivery, increasing opportunities for strategic investments, and expanding partnerships with states and other stakeholders to improve transportation outcomes. Similarly, the U.S. House of Representative Transportation and Infrastructure Committee Chair, Sam Graves, has signaled that the committee intends to refocus on core infrastructure that moves people and goods safely and efficiently, while cutting red tape, accelerating project delivery, and providing states flexibility to address their priorities.

California's federal priorities generally align with these key reauthorization principles, and the state remains committed to advancing safety first, but current federal funding models do not adequately invest in safety and do not offer sufficient choices for travelers. Funding breakdowns by US DOT's modal administrations show that federal funding is highly concentrated on highway programs that prioritize car travel over all other forms of transportation, moving people in inefficient ways. Furthermore, federal investments in transportation infrastructure in California represent less than a quarter of the state's total transportation funding.

Figure 7 illustrates the funding disparities by modal administration and the proportionate share of funding from federal, state and local sources for FFY 2013 through 2026:

1. This figure clearly shows that highways (FHWA) receive the vast majority of US DOT's annual funding, both before and after the IIJA, compared to other modal administrations that receive much less funding. This locks state and local governments into supporting forms of travel that do not meet their constituents' needs.
2. The figure also shows that annual state and local expenditures in California are roughly four times the amount of federal expenditures. The federal government needs to keep pace with state investments by paying their fair share of infrastructure costs.
3. Since 2015, almost all federal transportation spending has been marked as discretionary spending, requiring Congress to take annual appropriation votes to continue funding transportation infrastructure. Delays in the appropriations process introduce uncertainty that federal funds will be available for projects that are expected to use this funding source.

Congress should tie federal funding to broad transportation objectives such as safety outcomes, traveler mobility, efficiency in reaching destinations, and infrastructure conditions, instead of siloing funding within modal administrations. Congress should also ensure states have sufficient flexibility to spend funds on projects that meet state and local needs while also meeting these overall objectives.

Congress should maintain current funding levels (plus inflation) as the baseline level for federal funding. In addition, Congress should seek to match state and local investments in infrastructure by providing at least one-third as much funding for transportation as state and local governments provide.

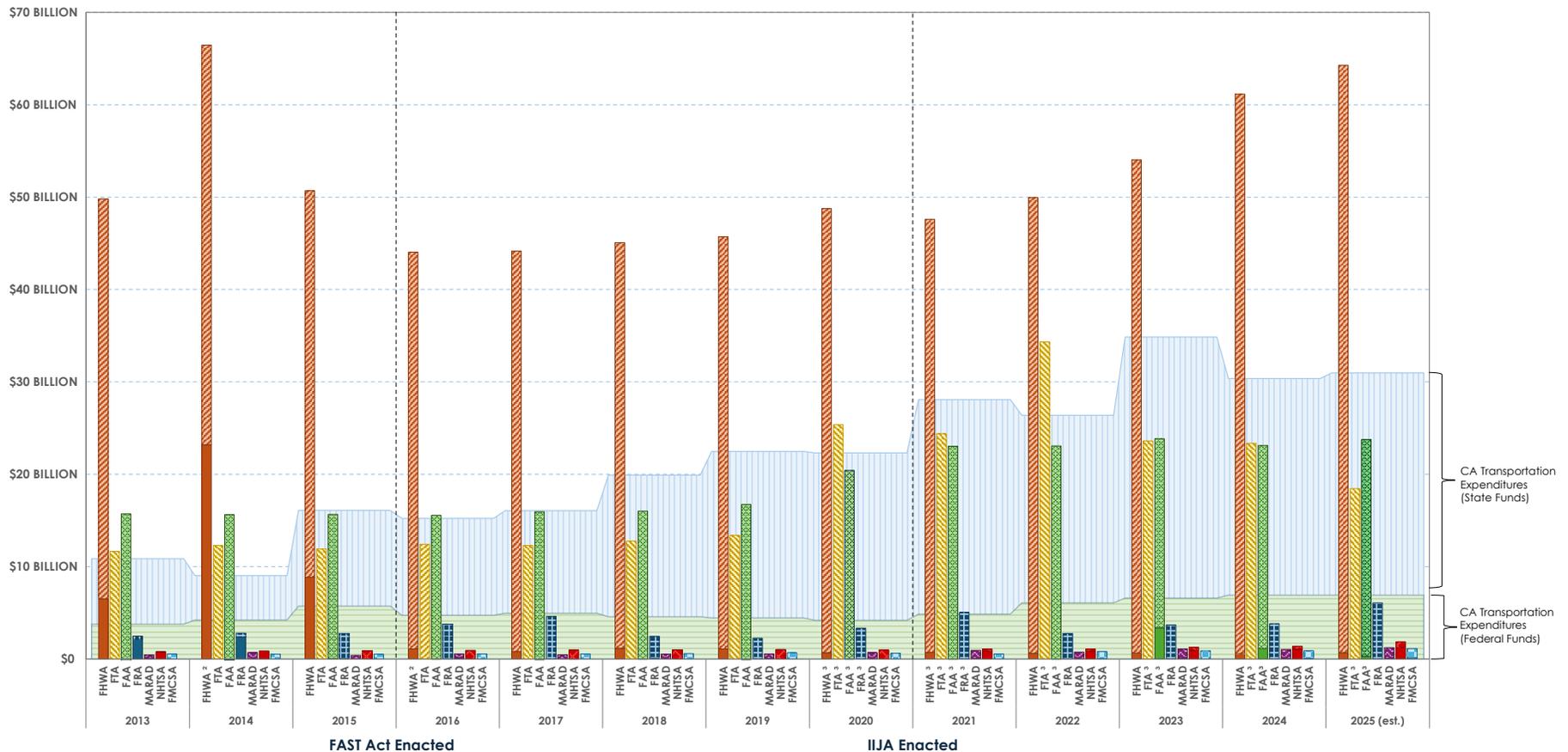
Congress should set mandatory annual funding levels based on expected highway trust fund revenues over the course of the next surface transportation reauthorization bill to provide stability and certainty that federal funding will be available for critical multi-year infrastructure projects.

FEDERAL FUNDING SILOES RESTRICT CALIFORNIANS FROM MAKING CHOICES THAT BEST MEET THEIR NEEDS FOR SAFE AND EFFICIENT TRAVEL

Figure 7. National Mandatory and Discretionary Expenditures by Modal Administration vs. California State and Federal Expenditures for FFY 2013 through FFY 2025

The chart below compares federal transportation funding by modal administration with California state transportation expenditures from 2013 to 2025. The chart shows changes in funding patterns over the last two federal surface transportation laws. National federal funding is shown by modal administration in the hatched bars. California's state and federal expenditures on transportation are shown in the shaded area behind the bars.

Federal Funding by Modal Administration¹ vs. State Transportation Expenditures⁴ (2013 through 2025)



¹ DOT FY Budget Estimates, 2015 through 2026, U.S. Department of Transportation, Retrieved on September 15, 2025.

² FHWA funding includes one-time transfer from federal General Funds to the federal Highway Trust Fund.

³ Includes one-time funding from the 2020 Coronavirus Aid, Relief, and Economic Security (CARES) Act, 2021 American Rescue Plan Act (ARPA), and 2021 Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act.

⁴ LAO Budget Series, Transportation Proposals and Spending Plans: Transportation, 2015 through 2026, Legislative Analyst's Office, Retrieved on September 10, 2025.

2. SAFETY REMAINS CALIFORNIA'S TOP TRANSPORTATION PRIORITY

Congress and the US DOT should continue to put safety first.

In 2023, more than 3,600 Californians died and 14,000 experienced serious injuries on the state's public roadways. Road-related crashes are the leading cause of death for Californians from ages 5 to 24 and the second and third leading causes of deaths, respectively, from ages 25 to 34 and 35 to 44. Californians between the ages of 5 to 44 are almost twice as likely to die from road-related injuries than from homicides.¹ Pedestrians, bicyclists, rural travelers, and tribal members also face significantly higher fatality and serious injury rates than other populations.

Recognizing road injuries as a public health challenge, the California State Transportation Agency (CalSTA) and the California Health and Human Services Agency joined together in 2025 to create the state's first joint policy on road safety that commits California to a prevention-first, Safe System Approach to eliminate fatal and serious traffic injuries. This policy recognizes that road-related crashes are a preventable tragedy, and prevention begins long before someone gets behind the wheel.

California's approach emphasizes that there is a need for comprehensive changes that combine infrastructure, engagement, and policy innovation

to create a safer, more connected transportation system. All stakeholders, including government at all levels, industry, non-profits, advocacy groups, researchers, and the public, are vital to preventing fatalities and serious injuries on our roadways. As the US DOT's guidance on the Safe Systems Approach says, "making a commitment to zero traffic deaths means addressing all aspects of safety through the following five Safe System elements that, together, create a holistic approach with layers of protection for road users: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care."²

However, spending by modal administrations (via FHWA, FTA, FRA, FAA, and MARAD) focuses the vast majority of US DOT's funds on physical roadway infrastructure through the FHWA, while dedicated funding for vehicle safety and behavioral safety programs (via NHTSA and FMCSA) represents a small fraction of overall transportation funding. As Figure 8 below shows, people travelling by road face much higher rates of fatalities than those who travel by air, rail, or transit. Current highway programs fail to truly prioritize moving people and goods safely and efficiently. Californians should feel as safe driving a car, riding a motorcycle, or walking and biking as they do in the air, on rails, or on transit.

Congress should address these structural problems in the next surface transportation bill by providing dedicated funding for proactive safety programs that provide states with the ability to make changes, supported by the best available evidence, that most effectively reduce deaths and serious injuries on our roadways. State and local agencies know their transportation systems best and the federal government should remove restrictions to give communities the appropriate flexibility to build safe systems based on their needs.

Congress should also continue to prioritize funding to prevent these tragic deaths and injuries by focusing on our most vulnerable road users that are disproportionately affected by road-related deaths and injuries. As part of these efforts, Congress should explore funding changes to create a unified safety administration within the US DOT that works across modes with the sole purpose of making transportation systems safer and reducing deaths and serious injuries to zero.

¹ [2024 California State of Public Health Report](#), California Department of Public Health, March 17, 2025.

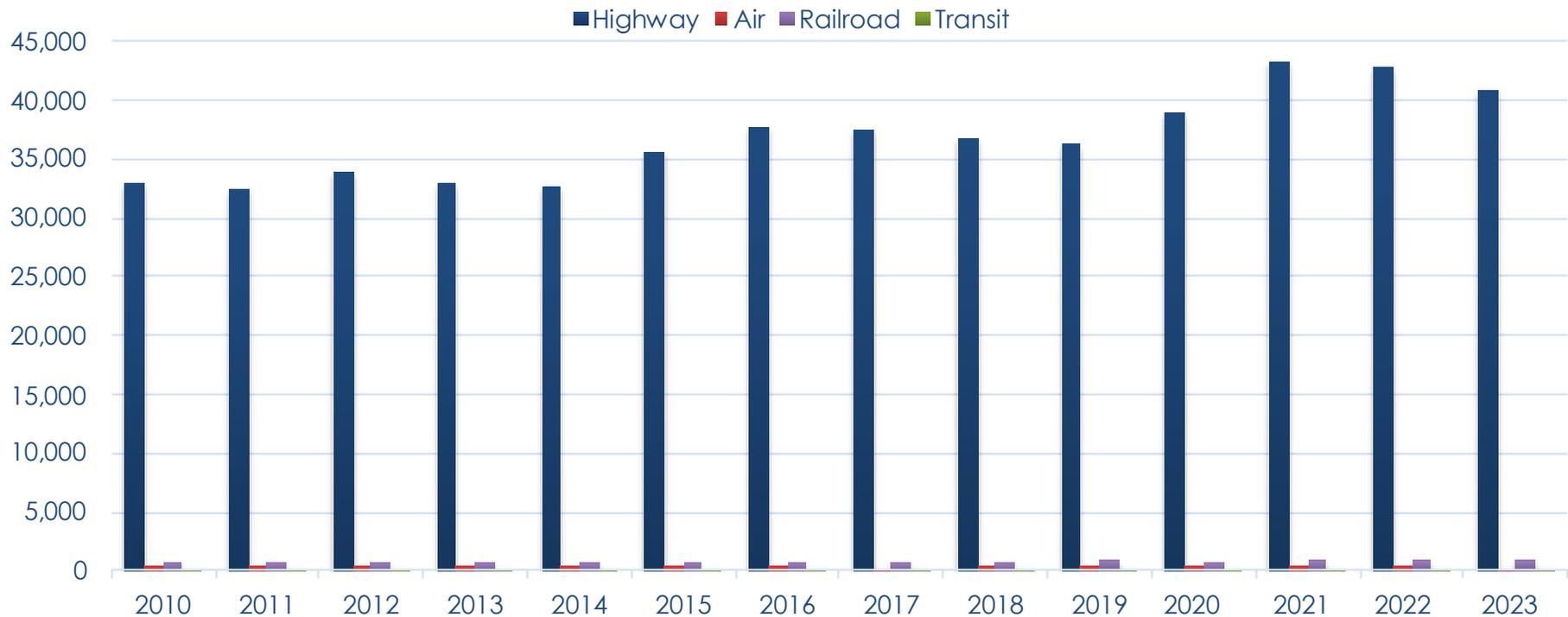
² [Zero Deaths and Safe System](#), US DOT FHWA, Retrieved November 1, 2025.

ALMOST ALL TRANSPORTATION-RELATED FATALITIES OCCUR FROM AUTOMOTIVE TRAVEL ON THE NATION'S ROADS AND HIGHWAYS

Figure 8. National Transportation Fatalities by Mode, 2010-2023¹

The chart below shows nationwide transportation-related fatalities by mode of travel for calendar years 2010 through 2025. The chart shows that the vast majority of fatalities occur on our roads and highways as compared to rail, transit, and air travel. Reported fatalities increased in 2019 and 2020 to a peak in 2021 and have been on a downward trend since that time.

Transportation Fatalities by Mode



¹ [Transportation Fatalities by Mode](#). US DOT Bureau of Transportation Statistics. May 28, 2025.

3.1. CALIFORNIA'S ECONOMIC PROSPERITY DEPENDS ON CONTINUED INVESTMENTS IN THE STATE'S TRANSPORTATION SYSTEM

Congress should support a “Fix-it-First” approach to infrastructure investments to maintain a modern transportation system and invest where needs are the greatest.

Transportation systems connect people with opportunities that support a healthy and high-quality life and power local, regional, and international economies. California's network of roads, rail, sidewalks, bikeways, ferries, and bridges are used heavily, with significantly more vehicle miles of travel on our roads than any other state in the nation. These networks are necessary for Californians to get access to schools, jobs, shopping, and health services. The transportation system also supports one of the largest tourism industries in the nation, which brings significant visitors, entertainment, and revenue to the state and local economies—as demonstrated in Los Angeles, where the city is set to host the 2026 FIFA World Cup, and the 2028 Olympic and Paralympic Games.

These demands on the transportation system, combined with our aging infrastructure, create significant needs for rehabilitation and replacement of existing assets. That is why California adopted a “Fix-it-First” policy with the passage of the Road Repair and Accountability Act, Senate Bill 1 (SB 1), in 2017. This approach means that the state is investing first in maintaining existing transportation infrastructure before we expand systems or services. Funding provided by the state fuel tax and local sales tax measures have provided much needed revenue for repairs, but California continues to have a more than \$4 billion backlog of deferred state and local infrastructure repairs to address all its identified needs:

- In addition to the state network of more than 50,000 highway lane miles, 13,000 bridges and tunnels, and 240,000 culverts, local and regional governments also maintain more than 162,000 road miles. California also has the largest Native American population in the nation, with more than 800,000 tribal members. Collectively, California tribal nations and rancherias manage more than 930 miles of roadways with an estimated need of more than \$500 million over the next ten years for pavement alone.
- The IIJA began addressing major maintenance and safety concerns with aging bridges through the creation of the Bridge Formula Program (BFP) and the Bridge Investment Program (BIP), but underinvestment over many decades means this program cannot be a one-time effort. About half of California's state-owned bridges remain in fair condition, while 3.5 percent are rated poor.
- The state also directs federal funding from the NHPP and the STBGP to maintain the Highway Bridge Program (HBP) that funds locally-owned bridge maintenance and replacement. This program has 800 projects in its 15-year backlog, with total eligible costs of \$3.9 billion. California historically provided about \$300 million annually for this program, which was inadequate to keep local bridges in fair condition. Increased federal funding from the IIJA has enabled the state to provide a \$600 million annual funding level for this program.

Congress should enact “Fix-it-First” policies that invest first in maintaining existing transportation infrastructure before expanding systems or services. It is critical that both state and local agencies receive adequate funding to maintain their respective systems.

Congress should also ensure continued funding for state departments of transportation while also directing a balanced portion of federal funding to local and regional jurisdictions to meet their transportation needs at the community level.

California's bridges, including those on the National Highway System, require substantial investment to meet the state's 10-year targets. Current studies show that the state needs to maintain at least an \$800 million annual funding level over the next 20 years to maintain the condition of the state's local bridges. Congress should continue to fund federal bridge programs at or above IIJA levels to achieve these targets and maintain the nation's existing bridges in good condition.

3.2 TRANSPORTATION SYSTEMS FACE MANY EMERGING ISSUES THAT THREATEN TO INTERRUPT CRITICAL ECONOMIC PATHWAYS

Congress should fund preventative programs that improve transportation resiliency, reduce the risks of future catastrophic events, and speed recovery and repair efforts.

California's transportation system plays many critical roles, from keeping freight moving efficiently across the nation to providing emergency access during major disasters like earthquakes and wildfires. As a central hub in the national supply chain, we must continue investing in infrastructure that keeps California's goods movement system flowing through any supply chain interruption. As we saw during the COVID-19 pandemic, California's seaports and their air, rail, and roadway connections play an essential role in supplying the nation with goods. This system must be resilient and well-supported to support vital national economic stability and trade competitiveness.

California has also experienced cyclical natural disasters with severe consequences, including extreme heat events and severe wildfires followed by subsequent rainstorms caused by atmospheric rivers—and the costs and frequency of these events continue to increase each year. Events like the recent Los Angeles wildfire have lasting effects on the landscape, creating a heightened risk of future flooding and debris flows in burn scars. These threats reach every type of transportation infrastructure, from severe flooding and landslides that frequently close highway corridors throughout California's rural areas to the eroding Del Mar bluffs that interrupt passenger rail services on the second busiest rail corridor in the nation. Thus, it is critical that states receive timely and adequate funding to repair damages from natural

disasters from the US DOT's Emergency Relief programs and other sources for highway, transit, and rail projects.

California and other states need resilient systems that can withstand natural disasters, temporary infrastructure failures, and other domestic disturbances to serve these important emergency access and public evacuation functions.

- The IIJA established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program to provide \$1.4 billion in funding over five years for highway, transit, and some port projects that make the surface transportation system more resilient to natural hazards, extreme weather events, and other natural disasters.
- The FHWA Emergency Relief program currently provides only \$100 million each year nationwide for disaster recovery, which is clearly inadequate for the hundreds of disasters each year that run into billions of dollars in damages. Future surface transportation legislation must continue and increase funding for these critical programs.
- AASHTO has called for Congress to increase Emergency Relief Program funding above the \$100 million currently authorized annually from the Highway Trust Fund in a way that does not take away funds that otherwise would be made available for surface transportation. At the same time, federal regulations require eligible projects to be ready for funding obligation within two years of the disaster event.

Congress should continue to support planning and project funding for programs that make our supply chains more resilient, diverse, and secure to ensure our economic prosperity, public health, and national security. Resiliency funding should be available for proactive projects with demonstrated benefits to protect critical infrastructure for both economic benefits and quality of life.

Congress should increase annual Emergency Relief program funding to a level that would cover the average actual disaster reimbursements made over the past 10-year period. Congress should also ensure that state and local governments are provided six years to obligate federal Emergency Relief funds, as called for in the Transportation Emergency Relief Extension Act (as introduced in the 119th Congress in S.2635 [Sen. Padilla] and H.R.4847 [Rep. Garamendi]).

3.3. TRAVELERS NEED TRANSPORTATION OPTIONS THAT ALLOW THEM TO FREELY CHOOSE THEIR PREFERRED MODE OF TRAVEL

Congress should support transportation networks that give travelers freedom of choice to move by foot, bike, road, rail, transit, and air in whatever way that best meets their needs.

California's multimodal transportation system is essential for economic competitiveness, environmental sustainability, and improving access to jobs and services for all residents. This system integrates various modes of transport, including public transportation, cycling, walking, passenger rail, and freight movement, to provide more transportation options, a more resilient supply chain, and an enhanced quality of life for Californians. It is essential to maintain investment in multimodal transportation across all sectors. Furthermore, future planning must prioritize coordination among various transportation modes to develop an integrated, efficient, and resilient system.

Over the next decade, California's four largest urban areas are planning to improve the management of the existing state highway system, significantly expanding their express lane networks, signaling a broader shift to more sustainable and equitable transportation options. Revenue from existing and future express lanes projects will support rail and transit projects to reduce traffic congestion and improve the efficiency of the state's roadways.

Investing in active transportation also supports California's transportation goals while enhancing public health and quality of life. The state is committed to increasing walking and bicycling trips through the Active Transportation Program and supports these investments with federal, state, and local funding. These initiatives are vital for creating safer, healthier, and

more sustainable communities through infrastructure like bike lanes and pedestrian paths.

Federal support is also needed to sustain and expand rail infrastructure, including dedicated funding for capital improvements, safety upgrades, and corridor development. Stable, formula-based funding is critical for long-term rail planning and delivery and vital for reducing congestion, lowering emissions, and providing efficient travel options for residents and visitors alike.

- Public transportation in urban and rural areas is vital to our transportation system and essential to achieving our state's goals. These systems need more federal support, as the state has already identified an unmet 10-year need of at least \$350 billion for transit maintenance and improvements.
- The IIJA included \$200 million annually for the Active Transportation Infrastructure Investment Program (ATIIP), to provide competitive connectivity grants that strategically invest in projects connecting active transportation networks. This funding is necessary to empower communities to plan and construct safe routes to everyday destinations for millions of Americans who either do not have the option to drive or choose to walk, bike, and take transit.
- California's development of high-speed rail is a significant focus as the backbone of the state's passenger rail system. California emphasizes the need for continued federal support to develop a high-speed rail network as a key part of the state's transportation goals.

Congress should continue to maintain federal transit funding at or above the year five IIJA baseline, adjusted for inflation. Congress should also reject any proposals that would either eliminate the Mass Transit Account of the Highway Trust Fund or prohibit states from using highway formula funds for public transit.

Congress should continue and fully fund the ATIIP to provide baseline federal funding for active transportation projects. Congress should also increase funding for the HSIP and the STBGP, including proportionate growth in the Transportation Alternatives (STBG-TA) set-aside. Active transportation projects that improve safety, public health, and quality of life should also remain eligible for funding from the Highway Trust Fund.

Congress should continue to provide robust rail program funding at or above the year five IIJA baseline, adjusted for inflation. Congress should also establish a dedicated formula capital funding program for intercity passenger rail projects to improve and expand passenger rail service and maintain equipment.

4. TRANSPORTATION IS CHANGING AND FUTURE PROGRAMS MUST EMBRACE TRANSFORMATIVE TECHNOLOGIES AND PROCESSES

Congress should remove barriers to delivering projects, modernize outdated processes, and invest strategically in innovation.

In 2020, autonomous vehicles and artificial intelligence (AI) were still science fiction. Today, more than 2,500 driverless cars are operating on the streets of San Francisco and Los Angeles and ChatGPT receives more than 800 million users every week. As society changes, the transportation sector is also undergoing a technological transformation. Functions that once involved only basic incident monitoring have evolved into real-time, AI-powered network optimization and predictive operations.

California's leadership in transportation technology demonstrates the transformative potential of data-driven systems, automation, electrification, and advanced intelligent transportation systems (ITS). US DOT recognizes that states need broader authority to test, pilot, and scale emerging technologies like connected and autonomous vehicles (CAVs), integrated and automated multimodal ticketing platforms, AI-enabled operations, digital construction technologies—without overburdensome federal constraints.

However, these tools are still broadly untested and widespread use could risk introducing false, malicious, or biased content into the transportation system. While California seeks to use these technologies with appropriate guardrails, Congress should also direct US DOT to develop national guidance

and upgrade infrastructure for automation, electrification, and secure digital connectivity.

Technology is not the only change on the horizon, as California has also been working to more quickly deliver transportation projects. Process improvements, such as reforms to environmental review and permitting, can reduce administrative delays and move projects from planning to completion quickly and efficiently. It is critical that California continue to have access to streamlined processes like NEPA assignment, and Congress should expand these efficiencies to other federal permitting processes and programs. California strongly supports efforts to streamline federal regulations to facilitate project delivery without diminishing environmental safeguards.

California also recognizes that private sector capital and expertise can greatly contribute to transportation infrastructure through public-private partnerships. By offering reasonable investment returns, public agencies can partner with the private sector to develop, construct, and operate additional transportation projects to accelerate goods movement, improve air quality and facilitate California's economic development. We also believe that federal infrastructure investment should recognize and reward states like California that come to the table with new funding to support successful partnership with the federal government.

Congress should adopt a forward-leaning policy framework that removes structural barriers, modernizes outdated processes, and invests strategically in innovation to ensure the nation keeps pace with rapid technological change. Congress should also significantly bolster funding for research, development, demonstration, and deployment of advanced and emerging technologies, including CAV infrastructure, real-time data platforms, and digital mobility tools.

Congress should incorporate equity guardrails into technology programs to guarantee that historically underserved communities realize the safety, mobility, and environmental benefits of innovation—not merely affluent or early-adopting regions.

Congress should mandate reforms to environmental review and permitting processes that reduce administrative delays and enable states to rapidly deploy emerging technologies. Congress should also expand programs and incentives that facilitate data sharing, joint initiatives, and cooperative project delivery between state and local governments and the private sector.

SIGNATORIES

In preparing for the reauthorization of the federal surface transportation legislation, California engaged a wide range of stakeholders, including regional agencies, local and tribal governments, industry partners, advocacy groups, and other non-traditional stakeholders. Further, Caltrans developed a statewide partner survey, a targeted Tribal Transportation survey, and presented at numerous stakeholder meetings—actively seeking feedback to ensure California's collective voice is heard and reflected in our reauthorization efforts. This process ensures the state's priorities are clearly represented in federal policy discussions, positioning California to effectively advocate for funding and programs that advance both state and national transportation goals.

NOTE: This page is reserved for organizations that have agreed to participate as signatories to the final document. To express interest in adding your organization as a signatory, please go to the build.ca.gov website and complete the online comment form or send an email with your organization's information to federal-liaison@dot.ca.gov





Monthly Legislative Report – February 2026

Advocacy Meetings

Office of Representative David Min (D-CA) – We met with Congressman Min’s staff to follow up on Fiscal Year (FY) 2026 Appropriations requests, including the \$250,000 Community Project Funding (CPF) award secured for the deployment of advanced technology upgrades to traffic signals throughout Orange County. During the meeting, we also discussed anticipated timing for FY27 Community Project Funding requests. At the time of the meeting, staff indicated that the office is awaiting formal guidance from the House Appropriations committee before establishing internal submission deadlines and releasing updated request forms, which they did at the end of the month.

Transportation and Infrastructure (T&I) Committee, Majority Staff – Throughout the month of February, we met multiple times with Committee staff to track the anticipated timeline for the upcoming surface transportation reauthorization and related issues, as well as other pending rail safety legislation. Staff indicated that while bipartisan engagement remains strong, the legislative calendar is increasingly compressed, which could complicate bi-cameral negotiations later in the year. We also discussed the expected timing for the 2026 Water Resources Development Act (WRDA). Current indications are that WRDA would follow action on surface transportation reauthorization. However, given the constrained schedule and competing floor priorities, there is a possibility that consideration of WRDA could slip beyond the November midterm elections if progress on surface transportation or other must-pass items is further delayed. We will continue to closely monitor Committee activity and leadership signals to assess sequencing and potential markup windows.

House Appropriations Majority Staff – We met several times with House Appropriations Committee staff to track progress on FY26 Department of Homeland Security (DHS) funding, which has lapsed and resulted in a partial shutdown of the Department. Discussions focused on the status of negotiations, anticipated timing for resolution, and potential impacts on transportation security programs and pending Federal Emergency Management Agency (FEMA) grant programs. In addition, we followed up with Committee staff regarding anticipated FY27 Community Project Funding (CPF) guidance across relevant accounts, including expected timelines for release of forms and internal submission deadlines. We also inquired about how the Federal Transit Administration (FTA) may apportion and administer the World Cup–related funding included in the FY26 appropriations bill. Specifically, we discussed potential formulas, eligibility parameters, and timing for obligation of funds to ensure host regions can effectively advance mobility, security, and operational readiness improvements in advance of the 2026 FIFA World Cup.

Office of Representative Ken Calvert (R-CA) – We worked closely with Congressman Calvert’s office throughout the month of February to draft and circulate a support letter to the House Transportation and Infrastructure Committee and Subcommittee Chairmen and Ranking Members. The letter respectfully requests their 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 within California's largest metropolitan region. In addition, we discussed on several occasions the anticipated timing of the FY27 Appropriations process and Community Project Funding (CPF) requests, including whether any changes to guidance are expected for transportation-related accounts. Finally, we raised the potential for programmatic requests in the FY27 bill to support transportation readiness for the 2028 Olympic and Paralympic Games

Office of Senator Adam Schiff (D-CA) – We followed up with the Senator's staff regarding anticipated timing and guidance for FY27 Congressionally Directed Spending (CDS) requests, as well as the process for submitting potential priority projects. Discussions focused on expected submission windows, required documentation, account eligibility, and any updated criteria the office may implement for evaluating requests. We will continue coordinating closely to ensure priority projects are positioned early and aligned with both Committee guidance and the Senator's funding priorities as the FY27 process advances.

Office of Senator Alex Padilla (D-CA) – We have been in regular contact with the Senator's staff to track anticipated timing for the FY27 Appropriations process, including Congressionally Directed Spending (CDS) requests. Discussions have focused on expected guidance from the Appropriations Committee, projected internal office deadlines, and any potential changes to submission criteria or account eligibility. We also discussed the status and outlook for surface transportation reauthorization, including committee timing, potential markup windows, and key policy priorities under consideration. We will continue coordinating closely with the office to ensure alignment on both authorizing and appropriations strategies.

Office of Representative Mike Levin (D-CA) – We continued to follow up with Congressman Levin's office throughout February regarding a potential FY26 Water Resources Development Act (WRDA) request focused on emergency shoreline protection and coastal restoration improvements along eroding beach and bluff segments adjacent to the Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor in San Clemente, California. In addition, we discussed the anticipated FY27 Community Project Funding (CPF) process and potential OCTA priority projects that could be strong candidates once formal guidance is released by the Appropriations Committee. We will continue coordinating with the office to ensure timely submission of competitive requests. Finally, we delivered a thank-you letter to the office regarding the inclusion of \$850,000 in FY26 appropriations for the Interstate 5 (I-5) Improvement Project (San Diego County Line to Avenida Pico), expressing appreciation for the Congressman's continued support of critical transportation investments benefiting Orange County and the broader Southern California region.

Office of Representative Lou Correa (D-CA) – We facilitated coordination with Congressman Calvert's and Congressman Correa's offices throughout the month to draft and circulate a support letter to the House Transportation and Infrastructure Committee and relevant Subcommittee Chairmen and Ranking Members for inclusion of a proposal to reinstate local suballocation authority for federal STBG and CMAQ program funds within the Southern California Association of Governments (SCAG) region. In addition, we discussed on several occasions the anticipated timing of the FY27 Appropriations process and

Community Project Funding (CPF) requests for the offices, including expected guidance, internal deadlines, and strategies for positioning priority transportation projects once the process formally opens.

Office of Representative Young Kim (R-CA) – We have been in regular contact with Representative Kim’s staff throughout the month and assisted the office in press releases highlighting the FY26 appropriations investments secured for Orange County transportation priorities. In addition, we have been helping facilitate a staff visit to Orange County to tour the SR-55 and I-5 improvement projects, along with other potential initiatives that may be strong candidates for FY27 Community Project Funding requests. The visit is intended to provide staff with firsthand insight into project readiness, congestion relief benefits, safety enhancements, and the broader regional mobility and economic impacts. It will also help position priority projects for early consideration as FY27 process moves forward.

Office of Representative Derek Tran (D-CA) – We met with the Congressman’s staff to discuss anticipated timing and guidance for FY27 Community Project Funding (CPF) requests, including expected submission windows, documentation requirements, and account eligibility. Staff indicated they are awaiting final direction from the Appropriations Committee before establishing internal deadlines. We also discussed key priorities for the upcoming surface transportation reauthorization, including formula funding stability, regional flexibility, freight mobility, and safety investments. In addition, we followed up on the potential for programmatic funding in the FY27 appropriations bill to support LA28 Olympic and Paralympic Games transportation readiness.

Federal Highway Administration (FHWA) Policy Staff – We continued to follow up on our January meeting with Federal Highway Administration (FHWA) staff to discuss the anticipated timing of key discretionary grant programs and related implementation guidance. We also discussed recent efforts in other states such as Nebraska to assume National Environmental Policy Act (NEPA) responsibilities to streamline the environmental review process by allowing the state to take on the federal environmental review for certain highway projects, potentially reducing project delivery timelines. We will continue monitoring developments related to NEPA delegation and discretionary grant rollouts to assess potential implications and opportunities for OCTA.

FY26 and FY27 Appropriations Update

At the end of February Congress remained in an unusual posture with FY26 appropriations incomplete. The Department of Homeland Security (DHS) funding bill remains pending amid a partisan standoff over immigration enforcement reforms, resulting in a partial shutdown affecting DHS and certain non-immigration agencies. While the House previously passed a full year funding bill, the measure has stalled in the Senate where 60 votes are needed to advance the bill. House leadership has signaled plans to hold another vote on a nearly identical DHS bill first week of March. However, Democrats have shown little indication of softening their position absent broader immigration policy changes. As operational impacts to agencies such as Transportation Security Administration (TSA) and FEMA increase, a full-year Continuing Resolution (CR) is viewed as an increasingly likely outcome.

Complicating the floor schedule further, both chambers are expected to consider War Powers resolutions the first week of March following recent U.S. military strikes in Iran. In the Senate, Sen. Tim Kaine's S.J. Res. 104 could receive a procedural vote as early as this week. In the House, Members are preparing to force a vote on H. Con. Res. 38. These votes, along with classified briefings from senior Administration officials, are expected to consume significant floor time and leadership bandwidth.

Despite the unresolved FY26 bill and notwithstanding the general rule that appropriators do not formally move to the next fiscal year until prior bills are complete and the President has delivered his annual budget, Congress has already launched the FY27 appropriations process. On February 25, the House Appropriations Committee released guidance for Members to submit Programmatic, Language, and Community Project Funding (CPF) requests. Member office internal deadlines range from March 6 to March 20, though many Orange County offices are setting earlier (March 6) internal review deadlines. This marks an accelerated start to the FY27 cycle, particularly given the unfinished FY26 work.

In the Senate, offices are preparing for Community Directed Spending (CDS) requests, with deadlines for the California Senate offices set the first and second week of March even though additional Appropriations Committee guidance is still expected. As in prior years, Senate Appropriations Committee timelines often run slightly later than the House, but coordination will be essential given compressed schedules with the November midterm elections.

In short, Congress is simultaneously managing unfinished FY26 business, advancing FY27 appropriations requests, and navigating emerging foreign policy debates creating a highly compressed and fluid legislative environment heading into the month of March.

President Trump's State of the Union & Transportation Outlook

On February 24, President Donald Trump delivered his State of the Union (SOTU) address before a Joint Session of Congress. At 107 minutes, it was the longest SOTU address in history. The speech largely focused on reinforcing his administration's priorities and drawing sharp contrasts with congressional Democrats, rather than introducing major new legislative proposals or outlining specific budget requests for Congress.

The address briefly referenced the ongoing partial government shutdown related to the Homeland Security (DHS) appropriations bill, which continues to affect non-immigration agencies. While DHS funding does not directly impact core U.S. Department of Transportation (USDOT) operations, prolonged shutdown dynamics can create broader uncertainty in federal funding environments and compress floor time for other priorities, including surface transportation and appropriations oversight.

There was no specific mention of surface transportation reauthorization. However, with the current surface authorization expiring in the near term, congressional committees particularly House Transportation & Infrastructure and Senate Environment & Public Works

are expected to begin more formal and public discussion surrounding reauthorization in March.

The President did briefly mention the 2028 Los Angeles Olympic and Paralympic Games (LA28) but did not provide detailed remarks specific to Olympic security and transportation funding in the speech. However, the administration has previously acknowledged the national significance of the Games, and Congress has already included Olympic-related funding in prior appropriations measures.

The President also highlighted initiatives that may indirectly affect transportation and infrastructure:

- A new “War on Fraud,” led by Vice President JD Vance, focused on federal spending oversight signaling increased scrutiny of discretionary and formula funding programs.
- Support for expanded domestic energy production, including allowing Artificial Intelligence (AI) and technology companies to build dedicated power plants to support data centers. Environmental Protection Agency (EPA) deregulation of carbon emissions could facilitate additional natural gas infrastructure, potentially affecting grid reliability and long-term transportation electrification strategies.
- Continued reliance on tariffs and executive authorities, reinforcing the administration’s preference for executive action over new congressional legislation.

In summary, while transportation and the Olympics were not headline items in the SOTU, the broader themes such as heightened spending scrutiny, and ongoing appropriations instability will shape the federal legislative environment and the surface transportation reauthorization process.

EPA Final Rule Rescinding Authority to Regulate Vehicle Greenhouse Gas Emissions

On February 12, the President and EPA Administrator Lee Zeldin announced the completion of a final rule repealing the EPA’s 2009 Greenhouse Gas (GHG) Endangerment Finding and eliminating all subsequent federal GHG vehicle emission standards not explicitly codified in statute. The rule was formally published on February 18 and will take effect April 20, 2026.

The 2009 Endangerment Finding concluded that carbon dioxide, methane, and other greenhouse gases endanger public health and welfare, thereby allowing EPA to regulate GHG emissions under Section 202(a) of the Clean Air Act (CAA). The new rule reverses that determination, with EPA asserting that the Clean Air Act was misinterpreted and does not grant the agency authority to regulate carbon dioxide and other GHGs from tailpipe emissions beyond pollutants specifically identified in the statute.

As a result of the rule, engine and vehicle manufacturers will no longer have future federal obligations to measure, control, or report greenhouse gas emissions for highway engines

and vehicles, including those manufactured prior to the rule's effective date. EPA has characterized the action as the largest deregulatory measure in U.S. history. The move aligns with the Administration's broader environmental deregulatory agenda but is widely viewed as setting up a major legal challenge. The rule could prompt the Supreme Court to revisit its 2007 decision in *Massachusetts v. EPA*, which affirmed EPA's authority to regulate greenhouse gases under the Clean Air Act. Additionally, the rule raises questions about federal preemption of state emissions standards. EPA argues that, following recent congressional disapproval of California's waivers, federal preemption now applies to California's vehicle emissions program, which is a significant shift given California's longstanding authority to set stricter standards.

A coalition of environmental and health groups filed suit on February 18 challenging the rule. The outcome of the expected litigation could have implications for federal and state vehicle emissions policy, auto manufacturing standards, and long-term transportation electrification strategies nationwide.

Securing American Freight, Enforcement, and Reliability in (SAFER) Transport Act Introduced in the Senate

At the end of the month, Senator Todd Young (R-IN), Chair of the Senate Subcommittee on Surface Transportation, Maritime, Freight, and Ports, introduced the *Securing American Freight, Enforcement, and Reliability in (SAFER) Transport Act*. The legislation is designed to strengthen federal efforts to protect the nation's freight systems, highways, and supply chains from increasing criminal activity. This legislation could become part of a bigger surface transportation reauthorization package later in this year.

The bill responds to record-high levels of cargo theft across the United States, driven by both domestic and international criminal networks. The legislation seeks to improve prevention, detection, and prosecution of freight fraud by standardizing enforcement practices, addressing inconsistent prosecutorial standards across states, and improving reporting to reduce undercounting and misclassification of cargo theft crimes.

In addition to combating freight fraud, the SAFER Transport Act addresses concerns over states issuing non-domiciled commercial driver's licenses (CDLs) to potentially unqualified drivers. The bill would require states to report CDL issuance data monthly and increase federal oversight of CDL training providers to ensure higher safety and compliance standards.

The legislation has garnered support from a broad coalition of transportation and industry groups, including the American Trucking Associations (ATA). Industry leaders argue that small trucking businesses, which make up more than 90 percent of fleets, are particularly vulnerable to identity theft and fraudulent carriers exploiting weaknesses in USDOT registration systems. Overall, the SAFER Transport Act aims to modernize federal oversight of freight systems, protect small carriers, reduce cargo theft, and strengthen supply chain reliability while enhancing highway safety.

FTA Administrator Marc Molinaro Steps Down

Marc Molinaro, the 16th Administrator of the Federal Transit Administration (FTA), stepped down from his position on February 20, less than a year after assuming the role. Molinaro, a former U.S. Representative from New York's 19th Congressional District (2023–2025), was nominated to lead the FTA in February 2025 and confirmed by the Senate later that year. Molinaro announced his departure publicly on social media, stating that he would be leaving the administration to “get back into the fight.” According to reports, he plans to run for a seat in the New York State Assembly. According to individuals familiar with his decision, Molinaro's departure is driven primarily by personal considerations rather than policy or political disagreements with the administration. Sources cited family concerns, the commute between Washington and the Hudson Valley, and a desire to return to representing a local constituency. Molinaro's exit creates near-term leadership uncertainty at FTA, coming amid continued implementation of federal transit grant programs and significant investment in bus and transit infrastructure nationwide as well as investments for the World Cup soccer games this summer and 2026 Los Angeles Olympics.

FTA's Grants for Buses and Bus Facilities Program

On February 24, 2026, the FTA announced nearly \$390 million in funding for 34 transit projects nationwide to modernize aging bus infrastructure. The funding will support the purchase of nearly 200 new buses across 19 states and Puerto Rico and fund the construction or rehabilitation of 11 bus maintenance facilities. The awards come through the FTA's *Grants for Buses and Bus Facilities Program* and utilize funds appropriated by Congress under the FY2025 Notice of Funding Opportunity. The program helps transit agencies replace and rehabilitate buses and vans while upgrading related facilities. According to the former FTA Administrator Marc Molinaro, the investment is aimed at improving safety, reliability, and efficiency of bus service while advancing broader efforts to rebuild the nation's transportation infrastructure. With this announcement, total funding under the FY2025 and FY2026 Bus and Bus Facilities Program and the Low or No Emission (Low-No) Program now reaches approximately \$2.4 billion, supporting 199 projects across 48 states, Puerto Rico, and the District of Columbia. The next funding opportunity under these programs is expected later in 2026.

Supreme Court Tariff Ruling and Transportation Implications

The U.S. Supreme Court in February ruled against the Administration's use of certain executive authorities to impose tariffs, finding that the statutory basis relied upon did not sufficiently support the scope of the action. While the decision does not immediately eliminate all existing tariffs, it creates a period of legal and policy uncertainty as the Administration evaluates alternative authorities to maintain portions of its trade strategy. The ruling carries potential implications for project delivery, procurement costs, and supply chain stability. Tariffs over the past several years have influenced the price of steel, aluminum, electrical components, rail materials, vehicles, and heavy equipment. If tariffs are ultimately reduced or modified, there could be modest cost relief over time. However, in the near term, uncertainty surrounding trade policy may continue to affect contractor pricing and bid

volatility, particularly for capital-intensive infrastructure projects. More broadly, trade policy changes can affect inflation, interest rates, and overall economic conditions. In the immediate term, the Supreme Court decision introduces uncertainty rather than immediate fiscal impact.