



## Orange County Transportation Authority Legislative Matrix

**2025 State Legislation Session  
April 17, 2025**

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<b>BILLS WITH POSITIONS</b>			
<b>► AB 334</b> <b>(Petrie-Norris – D)</b> <i>Operators of toll facilities: interoperability programs: vehicle information</i>	<i>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.</i>	<b>INTRODUCED:</b> 01/28/25 <b>LOCATION:</b> Assembly Committee on Privacy and Consumer Protection  <b>STATUS:</b> 03/25/25 <i>In ASSEMBLY. Re-referred to Committee on Privacy and Consumer Protection</i>	<b>STAFF RECCOMENDS SUPPORT</b>  <i>Support: Transportation Corridor Agencies (sponsor), Metropolitan Transportation Commission (MTC), Orange County Business Council , San Bernardino County Transportation Authority</i>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>AB 394</b> <b>(Wilson – D)</b> Public transportation providers.</p>	<p><i>Expands battery protections to all public transportation employees and clarifies that transit agencies can seek restraining orders in cases of workplace violence, harassment, or threats.</i></p>	<p><b>INTRODUCED:</b> 02/03/25 <b>LOCATION:</b> Assembly Committee on Public Safety <b>LAST AMENDED:</b> 03/27/25</p> <p><b>STATUS:</b> 03/28/25 <i>In ASSEMBLY. Amended. Re-referred to Committee on Public Safety.</i></p>	<p>Support (partial list)</p> <p>Support: California Transit Association (CTA) (co-sponsor), California Conference Board of the Amalgamated Transit Union (co-sponsor), California Teamsters Public Affairs Council, <i>California Association for Coordinated Transportation (CALACT)</i></p> <p><i>Oppose: ACLU California Action, Los Angeles County Public Defenders Association</i></p>
<p>► <b>AB 1070</b> <b>(Ward – D)</b> <i>Transit districts: governing boards: compensation: nonvoting members</i></p>	<p><i>Would require the governing board of a transit district to include two nonvoting members and four alternate nonvoting members. The bill would authorize the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing negotiations with labor organizations.</i></p>	<p><b>INTRODUCED:</b> 03/17/25 <b>LOCATION:</b> Assembly Committee on Local Government <b>LAST AMENDED:</b> 04/03/25</p> <p><b>STATUS:</b> 03/17/25 <i>In ASSEMBLY. Re-referred to Committees on Local Government and Transportation</i></p>	<p><b>STAFF RECOMMENDS OPPOSE</b></p> <p><i>Oppose: CTA, Los Angeles County Metropolitan Transportation Authority (LA Metro), CALACT</i></p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>SB 71</b> <b>(Wiener – D)</b> California Environmental Quality Act: exemptions: transit projects.</p>	<p>Creates the indefinite extension of existing California Environmental Quality Act exemptions for certain transportation-related projects, including transit operational changes, public transit service improvements, and infrastructure for zero-emission transit vehicles, while mandating that lead agencies determine project eligibility for these exemptions.</p>	<p><b>INTRODUCED:</b> 01/14/25 <b>LOCATION:</b> <i>Senate Transportation Committee</i> <b>HEARING:</b> 04/08/25 <b>LAST AMENDED:</b> 03/25/25</p> <p><b>STATUS:</b> 03/28/25 <i>In SENATE. Re-referred to Committee on Transportation.</i></p>	<p>Support (partial list)</p> <p>Support: CTA (co-sponsor), SPUR (co-sponsor), Bay Area Council (co-sponsor), LA Metro, MTC</p>
<p>► <b>SB 741</b> <b>(Blakespear – D)</b> Coastal resources: coastal development permit: local emergency declaration.</p>	<p>Would clarify that a local emergency declared by a municipality, county, or special district qualifies as an emergency for coastal development permits.</p>	<p><b>INTRODUCED:</b> 02/21/25 <b>LOCATION:</b> Senate Committee on Natural Resources and Water</p> <p><b>STATUS:</b> 03/12/25 <i>In SENATE. Referred to Committee on Natural Resources and Water</i></p>	<p>Support</p> <p><i>Support: County of Orange, Association of California Cities Orange County, Metrolink, Self-Help Counties Coalition</i></p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<b>► SB 752</b> <b>(Richardson – D)</b> Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	Would extend tax exemption on retailers for specified zero-emission technology transit buses until January 1, 2028.	<b>INTRODUCED:</b> 02/21/25 <b>LOCATION:</b> <i>Senate Committee on Revenue and Taxation</i> <b>HEARING:</b> 05/14/25  <b>STATUS:</b> 03/18/25 <i>In SENATE. Referred to Committee on Revenue &amp; Taxation.</i>	Support  Support: CTA (sponsor), Alameda-Contra Costa Transit District

## BILLS BEING MONITORED

### **AB 10 (Essayli, R) California Coastal Commission: consistency determinations: Vandenberg Space Force Base.**

**Introduced:** 12/02/2024

**Status:** 12/03/2024 - From printer. May be heard in committee January 2.

**Location:** 12/02/2024 - Assembly PRINT

**Summary:** The California Coastal Act of 1976 provides for the regulation of development of certain lands within the coastal zone, as defined. Under the act, the California Coastal Commission generally has primary responsibility for the implementation of the act and is designated as the state coastal zone planning and management agency for any and all purposes, and is authorized to exercise any and all powers set forth in the federal Coastal Zone Management Act of 1972 or any other federal act that relates to the planning or management of the coastal zone. Current federal law requires federal agency activity within or outside the coastal zone that affects any land or water use or natural resource of the coastal zone to be carried out in a manner that is consistent to the maximum extent practicable with the enforceable policies of approved state management programs, as defined. Current federal law requires a consistency determination to contain specified information and outlines the process that follows a state agency objection to a federal agency's consistency determination. This bill would deem the commission's objection to concurrence on Consistency Determination CD-0007-24 null and void. The bill would deem the activities at Vandenberg Space Force Base, outlined by Consistency Determination CD-0007-24, consistent with the objectives of the California Coastal Act of 1976. The bill would provide that it shall act as a concurrence regarding consistency with the California Coastal Act of 1976.

### **AB 12 (Wallis, R) Low-carbon fuel standard: regulations.**

**Introduced:** 12/02/2024

**Status:** 02/18/2025 - Referred to Com. on NAT. RES.

**Location:** 02/18/2025 - Assembly Natural Resources

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

### **AB 20 (DeMaio, R) Homelessness: People First Housing Act of 2025.**

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

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

**Status:** 03/25/2025 - Re-referred to Com. on H. & C.D.

**Location:** 03/24/2025 - Assembly Housing and Community Development

**Summary:** Would prohibit a homeless encampment from operating within 500 feet of a sensitive community area, including, but not limited to, a school, open space, or transit stop. The bill would prohibit a person from camping, as defined, in any public space, including a sidewalk, if a homeless shelter bed is available in the city where the public space is located.

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

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

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

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

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

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

**AB 24 (DeMaio, R) San Diego Association of Governments: board of directors.**

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

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

**Status:** 3/25/2025 Re-referred to Com. on L. GOV.

**Location:** 03/24/2025 - Assembly Local Government

**Summary:** The San Diego Regional Transportation Consolidation Act reorganizes the transportation responsibilities in the San Diego region by consolidating the San Diego Association of Governments and the transit operations of 2 specified transit boards. Current law establishes a 21-member board of directors to govern the consolidated agency that includes, among others, 2 members of the Board of Supervisors of San Diego County. This bill would instead require the board of directors to include, among others, one member of the Board of Supervisors of San Diego County from an unincorporated area of the county and one representative from the Association of Planning Groups - San Diego County to be selected by their respective governing bodies.

**AB 35 (Alvarez, D) California Environmental Quality Act: clean hydrogen transportation projects.**

**Introduced:** 12/02/2024

**Status:** 02/18/2025 - Referred to Coms. on NAT. RES. and JUD.

**Location:** 02/18/2025 - Assembly Natural Resources

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would provide for limited CEQA review of an application for a discretionary permit or authorization for a clean hydrogen transportation project, as defined, by requiring the application to be reviewed through a clean hydrogen environmental assessment, unless otherwise requested by the applicant, as prescribed. The bill would, except as provided, require the lead agency to determine whether to approve the clean hydrogen environmental assessment and issue a discretionary permit or authorization for the project no later than 270 days after the application for the project is deemed complete.

**AB 41 (Macedo, R) State Air Resources Board: regulations: impact estimates: retail gasoline prices: public disclosure.**

**Introduced:** 12/02/2024

**Status:** 02/18/2025 - Referred to Com. on NAT. RES.

**Location:** 02/18/2025 - Assembly Natural Resources

**Summary:** Would require the State Air Resources Board, in consultation with the State Energy Resources Conservation and Development Commission, before adopting or amending a regulation that imposes costs on gasoline refiners, distributors, or retailers, to make available to the public, including on its internet website, an estimate of the impact on retail gasoline prices due to the proposed new regulation or the existing regulation and the proposed amendments to that regulation. The bill would require the estimate to include a maximum estimated impact on retail gasoline prices that assumes the maximum possible cost imposed, as specified, and that all costs are passed on to consumers.

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

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

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

**Status:** 02/25/2025 - Re-referred to Com. on JUD.

**Location:** 02/24/2025 - Assembly Judiciary

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

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

**Introduced:** 01/16/2025

**Status:** 02/10/2025 - Referred to Com. on L. GOV.

**Calendar:** 04/09/25 A-LOCAL GOVERNMENT 1:30 p.m. - State Capitol, Room 447 CARRILLO, JUAN, Chair

**Location:** 02/10/2025 - Assembly Local Government

**Summary:** The Ralph M. Brown Act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency 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, 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 remove the January 1, 2026, date from those provisions, thereby extending the alternative teleconferencing procedures indefinitely.

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

**Introduced:** 01/17/2025

**Status:** 03/28/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 62. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 03/28/2025 - Senate Rules

**Summary:** The Freeway Service Patrol Act requires each tow truck participating in a freeway service patrol to bear a specified logo that identifies the Department of the California Highway Patrol and the Department of Transportation, and, at the option of the entity, the participating regional or local entity. This bill would authorize a participating regional or local entity to generate additional revenue for its freeway service patrol by entering into exclusive sponsorship agreements that allow for the display of a sponsor's name and logo on participating tow trucks, as specified, that are in addition to the above-described required logo.

**AB 267 (Macedo, R) Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.**

**Introduced:** 01/17/2025

**Status:** 02/18/2025 - Referred to Coms. on TRANS. and NAT. RES.

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

**Summary:** Would suspend the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and would instead require those amounts from moneys collected by the State Air Resources Board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention.



**AB 273 (Sanchez, R) Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.**

**Introduced:** 01/21/2025

**Status:** 02/18/2025 - Referred to Coms. on TRANS. and NAT. RES.

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

**Summary:** The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include in its regulation of greenhouse gas emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, would instead require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the General Fund and for those moneys, upon appropriation, to be used to augment funding provided to local governments to improve infrastructure.

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

**Introduced:** 01/22/2025

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

**Status:** 03/25/2025 - Re-referred to Com. on P. E. & R.

**Calendar:** 04/02/25 A-PUBLIC EMPLOYMENT AND RETIREMENT 9 a.m. - State Capitol, Room 444 MCKINNOR, TINA, Chair

**Location:** 02/10/2025 - Assembly Public Employment and Retirement

**Summary:** Current law declares the public policy of the state regarding labor organization, including, among other things, that it is necessary for a worker to full freedom of association, self-organization, and designation of representatives of their own choosing, to negotiate the terms and conditions of their employment, and to be free from the interference, restraint, or coercion of employers of labor, or their agents, in the designation of such representatives or in self-organization or in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. Current law establishes the Public Employment Relations Board (PERB) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining. Under current law, PERB has the power and duty to investigate an unfair practice charge and to determine whether the charge is justified and the appropriate remedy for the unfair practice. This bill would expand PERB's jurisdiction by authorizing a worker, as defined, who is subject to the National Labor Relations Act (NLRA) as of January 1, 2025, and who petitions the National Labor Relations Board (NLRB) to vindicate their rights to full freedom of association, self-organization, and designation of representatives of their own choosing, but who does not receive an effective response or remedy within the specified statutory timeframe, to petition PERB to vindicate those rights, as specified. The bill would authorize PERB to, among other things, decide unfair labor practice cases, as specified, and order all appropriate relief for a violation, including civil penalties.

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

**Introduced:** 01/22/2025

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

**Status:** 03/25/2025 - Re-referred to Com. on TRANS.

**Calendar:** 04/07/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 02/10/2025 - Assembly Transportation

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

**AB 314 (Arambula, D) California Environmental Quality Act: major transit stop.**

**Introduced:** 01/23/2025

**Status:** 02/10/2025 - Referred to Com. on NAT. RES.

**Location:** 02/10/2025 - Assembly Natural Resources

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines "major transit stop" to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would additionally define "major transit stop" to include a planned or existing high-speed rail station. Because the bill would require a lead agency to make an additional determination as to whether a location is a major transit stop for purposes of determining whether residential or mixed-use residential projects are exempt from CEQA, this bill would impose a state-mandated local program.

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

**Introduced:** 01/28/2025

**Status:** 03/25/2025 - From committee: Do pass and re-refer to Com. on P. & C.P. with recommendation: To Consent Calendar. (Ayes 16. Noes 0.) (March 24). Re-referred to Com. on P. & C.P.

**Location:** 03/24/2025 - Assembly Privacy and Consumer Protection

**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 only specified information regarding a vehicle's use of the toll facility. This bill would instead authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is intended to implement interstate interoperability.

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

**Introduced:** 01/28/2025

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

**Status:** 03/19/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (March 19). Re-referred to Com. on APPR.

**Location:** 03/19/2025 - Assembly Appropriations

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

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

**Introduced:** 01/30/2025

**Status:** 02/18/2025 - Referred to Com. on Elections.

**Calendar:** 04/09/25 A-ELECTIONS 9 a.m. - State Capitol, Room 444 PELLERIN, GAIL, Chair

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

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

**AB 357 (Alvarez, D) Coastal resources: coastal development permit: exclusions.**

**Introduced:** 01/30/2025

**Status:** 02/18/2025 - Referred to Com. on NAT. RES.

**Location:** 02/18/2025 - Assembly Natural Resources

**Summary:** The Coastal Act of 1976, which is administered by the California Coastal Commission, requires a person wishing to perform or undertake any development in the coastal zone to obtain a coastal development permit. Current law excludes a specified power facility from this provision. This bill would also include, as part of that exclusion, student housing projects and faculty and staff housing projects, as defined.

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

**Introduced:** 02/03/2025

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

**Status:** 03/13/2025 - Re-referred to Com. on APPR.

**Location:** 03/11/2025 - Assembly Appropriations

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

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

**Introduced:** 02/03/2025

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

**Status:** 02/25/2025 - Re-referred to Com. on TRANS.

**Calendar:** 04/21/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 02/24/2025 - Assembly Transportation

**Summary:** Would establish a prima facie speed limit of 20 miles per hour in a school zone, as defined, subject to specified conditions, including, among others, when a school speed limit sign states "children are present" and children are present, as defined, and when a school speed limit sign states specific hours, as specified. By establishing new prima facie speed limits in school zones that would require changes to local speed limit signs, this bill would create a state-mandated local program.

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

**Introduced:** 02/03/2025

**Last Amended:** 03/11/2025

**Status:** 03/25/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (March 24). Re-referred to Com. on APPR.

**Location:** 03/24/2025 - Assembly Appropriations

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

**AB 394 (Wilson, D) Public transportation providers.**

**Introduced:** 02/03/2025

**Last Amended:** 03/27/2025

**Status:** 03/28/2025 - Re-referred to Com. on PUB. S.

**Calendar:** 04/01/25 A-PUBLIC SAFETY Upon adjournment of Session - State Capitol, Room 126  
SCHULTZ, NICK, Chair

**Location:** 02/18/2025 - Assembly Public Safety

**Summary:** Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to include stalking against any of those persons and would also have the crime apply when it occurs against an employee, public transportation provider, or contractor of a public transportation provider. By expanding the scope of an existing crime and creating a new crime, the bill would impose a state-mandated local program.

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

**Introduced:** 02/04/2025

**Status:** 03/25/2025 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 3.) (March 24). Re-referred to Com. on APPR.

**Location:** 03/24/2025 - Assembly Appropriations

**Summary:** The California Coastal Act of 1976, among other things, requires anyone wishing to perform or undertake any development in the coastal zone, except as specified, in addition to obtaining any other permit required by law from any local government or from any state, regional, or local agency, to obtain a coastal development permit from the California Coastal Commission or local government, as provided. This bill would authorize the commission to authorize blue carbon demonstration projects, as defined, in order to demonstrate and quantify the carbon sequestration potential of these projects to help inform the state's natural and working lands and climate resilience strategies. (Based on 02/04/2025 text)

**AB 404 (Sanchez, R) California Environmental Quality Act: exemption: prescribed fire, reforestation, habitat restoration, thinning, or fuel reduction projects.**

**Introduced:** 02/04/2025

**Status:** 03/24/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.

**Location:** 02/18/2025 - Assembly Natural Resources

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Current law, until January 1, 2028, except for the issuance of a permit or other permit approval, exempts from the requirements of CEQA prescribed fire, reforestation, habitat restoration, thinning, or fuel reduction projects, or related activities, undertaken, in whole or in part, on federal lands to reduce the risk of high-severity wildfire that have been reviewed under the federal National Environmental Policy Act of 1969 meeting certain requirements. Current law requires a lead agency, if it determines that a project qualifies for the above exemption and it determines to approve or carry out the project, to file a notice of exemption with the Office of Land Use and Climate Innovation and with the county clerk in the county in which the project will be located and to post the notice of exemption on its internet website together with a description of where the documents analyzing the environmental impacts of the project under the federal act are available for review. Current law requires the lead agency, if it is not the Department of Forestry and Fire Protection, to provide the notice of exemption and certain information to the department. This bill would extend the above exemption and requirements on the lead agency indefinitely.

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

**Introduced:** 02/04/2025

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

**Status:** 03/27/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 18. Noes 0.) (March 26). Re-referred to Com. on APPR.

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

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

**AB 434 (DeMaio, R) Battery energy storage facilities.**

**Introduced:** 02/05/2025 (Spot bill)

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

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

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

**Summary:** Current law authorizes a person proposing an eligible facility, including an energy storage system that is capable of storing 200 megawatt hours or more of energy, to file with the State Energy Resources Conservation and Development Commission an application for certification for the site and related facility, as provided. Current law provides that the certification issued by the commission is in lieu of any permit, certificate, or similar document required by a state, local, or regional agency for the use of the site and related facility. This bill would exclude energy storage facilities that use batteries as a storage medium from the above-described provisions. This bill would prohibit, until January 1, 2028, a public agency from authorizing the construction of a battery energy storage facility, as defined. The bill would require the State Fire Marshal, on or before January 1, 2028, to adopt guidelines and minimum standards for the construction of a battery energy storage facility to prevent fires and protect nearby communities from any fire hazard posed by the facility.

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

**Introduced:** 02/06/2025

**Status:** 03/25/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 1.) (March 24). Re-referred to Com. on APPR.

**Location:** 03/24/2025 - Assembly Appropriations

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

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

**Introduced:** 02/06/2025

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

**Status:** 03/17/2025 - Re-referred to Com. on Health. pursuant to Assembly Rule 96.

**Calendar:** 04/08/25 A-HEALTH 1:30 p.m. - 1021 O Street, Room 1100 BONTA, MIA, Chair

**Location:** 03/17/2025 - Assembly Health

**Summary:** Current law authorizes the Office of Suicide Prevention, if established, to perform certain functions, including, among others, conducting state-level assessment of regional and statewide suicide prevention policies and practices and reporting on progress to reduce rates of suicide. This bill would require the office to identify state bridges and roadways that have a history of a relatively high number of suicide-related deaths. The bill would also require the office to work with the Department of Transportation to identify cost-effective strategies to reduce suicides on the state's bridges and roadways. This bill would require the office to prepare and submit a report to the Legislature and the relevant policy committees on the strategies that it identifies on or before December 31, 2026. The bill would repeal its provisions on January 1, 2028.

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

**Introduced:** 02/06/2025

**Status:** 03/13/2025 - Referred to Coms. on U. & E. and NAT. RES.

**Calendar:** 04/02/25 A-UTILITIES AND ENERGY 1:30 p.m. - State Capitol, Room 437 PETRIE-NORRIS, COTTIE, Chair

**Location:** 03/13/2025 - Assembly Utilities and Energy

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

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

**Introduced:** 02/06/2025

**Last Amended:** 02/27/2025

**Status:** 03/20/2025 - Read second time. Ordered to third reading.

**Calendar:** 04/01/25 #11 A-THIRD READING FILE - ASSEMBLY BILLS

**Location:** 03/20/2025 - Assembly THIRD READING

**Summary:** Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units in areas zoned for single-family or multifamily dwelling residential use in accordance with specified standards and conditions. 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, except as provided. Current law specifies that the above-described provisions governing accessory dwelling units do not supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976, except as specified. This bill would exempt the construction of an accessory dwelling unit located within the County of Los Angeles, and in any county that is subject to a proclamation of a state of emergency made by the Governor on or after February 1, 2025, as provided, from the need to obtain a coastal development permit, as specified.

**AB 513 (Gonzalez, Jeff, R) California Global Warming Solutions Act of 2006: scoping plan.**

**Introduced:** 02/10/2025

**Status:** 02/24/2025 - Referred to Com. on NAT. RES.

**Location:** 02/24/2025 - Assembly Natural Resources

**Summary:** The State Air Resources Board is required 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. The California Global Warming Solutions Act of 2006 requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to include greenhouse gas emissions from wildlands and forest fires in the scoping plan.

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

**Introduced:** 02/11/2025

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

**Status:** 03/25/2025 - Re-referred to Com. on TRANS.

**Calendar:** 04/07/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 02/24/2025 - Assembly Transportation

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

**AB 549 (Gabriel, D) Emergency services: human trafficking.**

**Introduced:** 02/11/2025 (Spot bill)

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

**Status:** 03/17/2025 - Re-referred to Com. on E.M.

**Calendar:** 04/07/25 A-EMERGENCY MANAGEMENT 2:30 p.m. - State Capitol, Room 444 RANSOM, RHODESIA, Chair

**Location:** 03/13/2025 - Assembly Emergency Management

**Summary:** Would require the Office of Emergency Services, in collaboration with host cities, host committees, and partners, to prepare for the planning, resourcing, management, and delivery of safety and security at the mega sporting events and official watch parties, including the 2026 FIFA World Cup games, Super Bowl LXI 2027, the Summer Olympic Games 2028, and the Paralympic Games 2028. The bill would require the office to, among other things, consider ways to increase safety around and reduce the risk of, among other things, human trafficking at the mega sporting events. The bill would require the office to enter into a memorandum of understanding, as specified, with, among others, the cities hosting the mega sporting events. By imposing new duties on local governmental entities, this bill would impose a state-mandated local program.

**AB 555 (Jackson, D) Air resources: regulatory impacts: transportation fuel costs.**

**Introduced:** 02/12/2025

**Status:** 03/17/2025 - Referred to Com. on NAT. RES.

**Location:** 03/17/2025 - Assembly Natural Resources

**Summary:** Would require the State Air Resources Board, on a quarterly basis, to submit to the relevant policy committees of the Legislature a report providing data and describing the impacts of its regulations of transportation fuels on the prices of those fuel to California consumers.



**AB 569 (Stefani, D) California Public Employees' Pension Reform Act of 2013: exceptions: supplemental defined benefit plans.**

**Introduced:** 02/12/2025

**Status:** 02/24/2025 - Referred to Com. on P. E. & R.

**Location:** 02/24/2025 - Assembly Public Employment and Retirement

**Summary:** The California Public Employees' Pension Reform Act of 2013 (PEPRA) prohibits a public employer from offering a defined benefit pension plan exceeding specified retirement formulas, requires new members of public retirement systems to contribute at least a specified amount of the normal cost, as defined, for their defined benefit plans, and prohibits an enhancement of a public employee's retirement formula or benefit adopted after January 1, 2013, from applying to service performed prior to the operative date of the enhancement. PEPRA prohibits a public employer from offering a supplemental defined benefit plan if the public employer did not do so before January 1, 2013, or, if it did, from offering that plan to an additional employee group after that date. This bill would, notwithstanding that prohibition, authorize a public employer, as defined, to bargain over contributions for supplemental retirement benefits administered by, or on behalf of, an exclusive bargaining representative of one or more of the public employer's bargaining units.

**AB 591 (Caloza, D) Emergency services: mutual aid: public works.**

**Introduced:** 02/12/2025

**Status:** 03/03/2025 - Referred to Com. on E.M.

**Location:** 03/03/2025 - Assembly Emergency Management

**Summary:** The California Emergency Services Act establishes the Office of Emergency Services within the Governor's office under the supervision of the Director of Emergency Services and makes the office responsible for the state's emergency and disaster response services. The office serves as the State Disaster Council for the purposes of the California Disaster and Civil Defense Master Mutual Aid Agreement. Current law states it is the purpose of the Legislature to facilitate the rendering of aid to areas stricken by an emergency and to make unnecessary the execution of written agreements customarily entered into by public agencies exercising joint powers, and that emergency plans duly adopted and approved as provided by the Governor shall be effective as satisfying the requirement for mutual aid operational plans provided in the Master Mutual Aid Agreement. Current law requires outside aid be rendered in accordance with approved emergency plans during any state of war emergency or state of emergency when the need arises in any county, city and county, or city. This bill would additionally state that it is the purpose of the Legislature to facilitate the rendering of public works resources critical for disaster response and recovery to areas stricken by an emergency. The bill would require that outside aid rendered during any state of war emergency or state of emergency includes public works personnel, equipment, and materials.

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

**Introduced:** 02/13/2025

**Last Amended:** 03/10/2025

**Status:** 03/19/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (March 19). Re-referred to Com. on APPR.

**Location:** 03/19/2025 - Assembly Appropriations

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

**AB 612 (Rogers, D) Transportation: Highway Design Manual: emergency response times.**

**Introduced:** 02/13/2025

**Status:** 03/25/2025 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (March 24). Re-referred to Com. on APPR.

**Location:** 03/24/2025 - Assembly Appropriations

**Summary:** Would require the Department of Transportation, on or before January 1, 2026, to update the Highway Design Manual to direct local governments to consult with local fire departments when making road improvements to ensure the improvements do not negatively impact emergency response times.

**AB 614 (Lee, D) Claims against public entities.**

**Introduced:** 02/13/2025

**Last Amended:** 03/27/2025

**Status:** 03/28/2025 - Re-referred to Com. on APPR.

**Location:** 03/25/2025 - Assembly Appropriations

**Summary:** The Government Claims Act establishes the liability and immunity of a public entity for its acts or omissions that cause harm to persons and requires that a claim against a public entity relating to a cause of action for death or for injury to person, personal property, or growing crops be presented not later than 6 months after accrual of the cause of action. Under current law, claims relating to any other cause of action are required to be presented no later than one year after the accrual of the cause of action. This bill would remove the provisions requiring a claim against a public entity relating to a cause of action for death or for injury to person, personal property, or growing crops to be presented not later than 6 months after accrual of the cause of action and would instead require a claim relating to any cause of action to be presented not later than one year after accrual of the cause of action, unless otherwise specified by law.

**AB 623 (Dixon, R) Fuel modification and reduction projects: California Environmental Quality Act: coastal development permits: exemptions.**

**Introduced:** 02/13/2025

**Last Amended:** 03/17/2025

**Status:** 03/18/2025 - Re-referred to Com. on NAT. RES.

**Location:** 03/03/2025 - Assembly Natural Resources

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would exempt a fuel modification project to maintain defensible space of 100 feet from each side and from the front and rear of a building or structure and a fuel reduction project to prevent and contain the spread of wildfires from the requirements of CEQA. Because a lead agency would be required to determine whether a project qualifies for this exemption, the bill would impose a state-mandated local program.

**AB 658 (Gonzalez, Jeff, R) Vehicles: registration fees.**

**Introduced:** 02/14/2025

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

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

**Summary:** Current law requires a registration fee to be paid to the Department of Motor Vehicles for the registration of each vehicle or trailer coach of a type subject to registration under the Vehicle Code, except those vehicles that are expressly exempted from the payment of registration fees. This bill would require the department, if there is an increase in the registration fee described above, to complete and post an affordability impact analysis on its internet website within 6 months of the date that the increase becomes effective.

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

**Introduced:** 02/14/2025

**Status:** 03/17/2025 - Referred to Com. on W. P., & W.

**Calendar:** 04/29/25 A-WATER, PARKS AND WILDLIFE 9 a.m. - State Capitol, Room 444 PAPAN, DIANE, Chair

**Location:** 03/17/2025 - Assembly Water, Parks and Wildlife

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

**AB 719 (Calderon, D) County emergency plans.**

**Introduced:** 02/14/2025

**Status:** 03/03/2025 - Referred to Com. on E.M.

**Location:** 03/03/2025 - Assembly Emergency Management

**Summary:** Current law requires the Governor to coordinate the State Emergency Plan and the preparation of plans and programs for the mitigation of the effects of an emergency by the political subdivisions of this state. Current law defines the terms “political subdivision” and “emergency plans” for purposes of emergency services provided by local governments. Current law requires the governing body of each political subdivision of the state to carry out the provisions of the State Emergency Plan. Current law requires the office to establish best practices for counties developing and updating a county emergency plan and a process for a county to request that the office review a county’s emergency plan by January 1, 2022. This bill would require each county to review and update its emergency plan at least every 2 years. Because the bill would require local officials to perform additional duties, the bill would impose a state-mandated local program. The bill would remove the January 1, 2022, date specified above, and would remove another reference to that date.

**AB 734 (Schultz, D) Environmental protection: biological resources data: reporting.**

**Introduced:** 02/18/2025

**Status:** 03/28/2025 - Referred to Com. on W. P., & W.

**Location:** 03/28/2025 - Assembly Water, Parks and Wildlife

**Summary:** The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. Current law requires the Secretary of the Natural Resources Agency to establish a standardized electronic format and protocol for the exchange of electronic data for the purposes of meeting environmental data reporting or other usage requirements, as provided. This bill would require any biological resources data, as defined, submitted to a regional, local, or state public agency to be posted on that public agency’s internet website and made publicly available within 2 weeks of submission to the public agency, as provided.

**AB 810 (Irwin, D) Local government: internet websites and email addresses.**

**Introduced:** 02/19/2025

**Last Amended:** 03/27/2025

**Status:** 03/28/2025 - Re-referred to Com. on L. GOV.

**Calendar:** 04/09/25 A-LOCAL GOVERNMENT 1:30 p.m. - State Capitol, Room 447 CARRILLO, JUAN, Chair

**Location:** 03/10/2025 - Assembly Local Government

**Summary:** Current law requires that a local agency that maintains an internet website for use by the public to ensure that the internet website uses a “.gov” top-level domain or a “.ca.gov” second-level domain no later than January 1, 2029. Current law requires that a local agency that maintains public email addresses to ensure that each email address provided to its employees uses a “.gov” domain name or a “.ca.gov” domain name no later than January 1, 2029. Existing law defines “local agency” for these purposes as a city, county, or city and county. This bill would expand the definition of “local agency” to include a special district, school district, joint powers authority, or other political subdivision, thereby requiring those entities to comply with the above-described domain requirements. The bill would allow a community college district or community college to use a “.edu” domain to satisfy these requirements.

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

**Introduced:** 02/19/2025

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

**Calendar:** 04/21/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

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

**Summary:** Current law authorizes the Department of Transportation to issue written permits to, among other things, place, change, or renew an encroachment. Current law requires a permit issued to a county, city, public corporation, or political subdivision that is authorized by law to establish or maintain any works or facilities in, under, or over any public highway, to contain a provision that, in the event the future improvement of the highway necessitates the relocation or removal of the encroachment, the permittee will relocate or remove the encroachment at the permittee's sole expense, as provided. This bill would exempt a public utility district from the above-described provision and instead would require the department to bear the sole expense of relocating or removing the public utility district's encroachment in the event a future improvement of the highway necessitates the relocation or removal of the encroachment.

**AB 840 (Ta, R) Outdoor advertising displays: redevelopment agency project areas.**

**Introduced:** 02/19/2025

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

**Location:** 03/10/2025 - Assembly Governmental Organization

**Summary:** The Outdoor Advertising Act regulates the placement of an off-premises advertising display along highways that generally advertises business conducted or services rendered or goods produced or sold at a location other than the property where the display is located. The act does not apply to an on-premises advertising display, which generally advertises business conducted, services rendered, or goods produced or sold at the location where the display is located. However, the act authorizes an off-premises advertising display developed as part of and within the boundary limits of a redevelopment agency project, as those boundaries existed on December 29, 2011, to continue to exist and be considered an on-premises display if it meets certain criteria, and authorizes such a display to remain until January 1, 2026. This bill would extend by 2 years, until January 1, 2028, the authorization to remain for an off-premises advertising display developed as part of and within the boundary limits of a redevelopment agency project, as described above.

**AB 861 (Solache, D) Community colleges: students: public transportation: Los Angeles Community College District.**

**Introduced:** 02/19/2025

**Status:** 03/10/2025 - Referred to Coms. on Higher ED. and TRANS.

**Calendar:** 04/08/25 A-HIGHER EDUCATION 1:30 p.m. - State Capitol, Room 127 FONG, MIKE, Chair

**Location:** 03/10/2025 - Assembly Higher Education

**Summary:** Current law establishes the California Community Colleges, under the administration of the Board of Governors of the California Community Colleges, as one of the segments of public postsecondary education in this state. Current law creates the Los Angeles County Metropolitan Transportation Authority ("LA Metro") with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. This bill would establish the LA Metro Los Angeles Community College GoPass and Student Ambassador Program to promote the use of public transportation by students enrolled at a campus of the Los Angeles Community College District by (1) providing all students with a free transit pass to access the public transportation services provided by LA Metro, and (2) establishing a student ambassador program within LA Metro where students assist with security, rider assistance, and facility upkeep on LA Metro rail and bus lines serving campuses of the Los Angeles Community College District. The bill would require the Los Angeles Community College District to submit an annual report to the Department of Finance and the budget committees of the Assembly and Senate that includes specified information about the transit pass program and the student ambassador program. By imposing additional duties on the Los Angeles Community College District and LA Metro, the bill would impose a state-mandated local program.

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

**Introduced:** 02/19/2025

**Status:** 03/28/2025 - Referred to Com. on TRANS.

**Location:** 03/28/2025 - Assembly Transportation

**Summary:** Current law authorizes a peace officer or a regularly employed and salaried employee who is engaged in directing traffic or enforcing parking laws and regulations to remove a vehicle when, among other things, the officer arrests a person driving or in control of a vehicle for an alleged offense, and the officer is, by the Vehicle Code or other law, required or permitted to take, and does take, the person into custody. This bill would additionally authorize a peace officer to remove an electric bicycle operated on the highway that is capable of speeds greater than any speed permitted for an electric bicycle, as specified.

**AB 883 (Lowenthal, D) California Public Records Act: personal information of elected and appointed officials.**

**Introduced:** 02/19/2025

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

**Status:** 03/25/2025 - Re-referred to Com. on JUD.

**Location:** 03/24/2025 - Assembly Judiciary

**Summary:** The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. That act, among other things, prohibits a state or local agency from publicly posting the home address, telephone number, or both the name and assessor parcel number associated with the home address of any elected or appointed official on the internet without first obtaining the written permission of that individual. The act also makes it a misdemeanor for a person to knowingly post the home address or telephone number of any elected or appointed official, or of the official's residing spouse or child, on the internet, knowing that person is an elected or appointed official and intending to cause imminent great bodily harm or threatening to cause imminent great bodily harm, as provided. The act additionally prohibits a person, business, or association from soliciting, selling, or trading on the internet the home address or telephone number of an elected or appointed official with the intent to cause imminent great bodily harm to the official or to any person residing at the official's home address. The act further prohibits a person, business, or association from publicly posting or publicly displaying on the internet the home address or telephone number of any elected or appointed official if that official has made a written demand of that person, business, or association to not disclose the official's home address or telephone number. This bill would remove the references in those provisions to the home address, telephone number, name, and assessor's parcel number, and instead prohibit the disclosure of protected information under those provisions. The bill would define the term "protected information" to include, among other things, an individual's residential address, telephone number, social security number, or driver's license number.

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

**Introduced:** 02/19/2025

**Status:** 03/03/2025 - Referred to Com. on L. & E.

**Calendar:** 04/02/25 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

**Location:** 03/03/2025 - Assembly Labor and Employment

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

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

**Introduced:** 02/19/2025

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

**Calendar:** 04/07/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

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

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

**AB 902 (Schultz, D) Transportation planning and programming: barriers to wildlife movement.**

**Introduced:** 02/19/2025

**Status:** 03/17/2025 - Referred to Coms. on TRANS. and L. GOV.

**Calendar:** 04/21/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 03/17/2025 - Assembly Transportation

**Summary:** Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires that each regional transportation plan include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain regional targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would require the regional transportation plan or sustainable communities strategy, upon the adoption or next revision on or after January 1, 2028, to, among other things, identify and analyze connectivity areas, permeability, and natural landscape areas that are partially or fully within the region of the metropolitan planning organization or transportation planning agency, and consider the impacts of development and the barriers caused by transportation infrastructure and development to wildlife and habitat connectivity. The bill would also require metropolitan planning organizations and regional transportation agencies, in implementing those requirements, to, among other things, incorporate appropriate standards, policies, and feasible implementation programs, consult with certain entities, and consider relevant best available science as appropriate.

**AB 905 (Pacheco, D) State general obligation bonds: disclosure requirements.**

**Introduced:** 02/19/2025

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

**Status:** 03/28/2025 - From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.

**Location:** 03/03/2025 - Assembly Local Government

**Summary:** The State General Obligation Bond Law generally sets forth the procedures for the issuance and sale of bonds governed by its provisions and for the disbursal of the proceeds of the sale of those bonds. Current law requires any state bond measure approved on or after January 1, 2004, to be subject to an annual reporting process, with the head of the lead state agency administering the bond proceeds reporting certain information about the projects being funded to the Legislature and the Department of Finance. Current law allows this information to be provided on the agency's internet website or the state's open data portal under certain circumstances. This bill would require a bond act for any state general obligation bond measure that is approved by voters on and after January 1, 2026, to include specified information about the objectives of the bond expenditure and related data. The bill would also require the head of the lead state agency administering the bond to post on its internet website a notification that contains, among other information, details about the programs and projects authorized to be funded by the bond.

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

**Introduced:** 02/19/2025

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

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

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

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

**Introduced:** 02/19/2025

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

**Status:** 03/25/2025 - Re-referred to Com. on NAT. RES.

**Location:** 03/24/2025 - Assembly Natural Resources

**Summary:** Current law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Current law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution. This bill would require the state board to adopt and enforce rules and regulations applicable to indirect sources of emissions, as specified. If the state board elects to exercise that authority, the bill would require the state board to establish a schedule of fees on facilities and mobile sources to cover the reasonable costs of implementing and enforcing the regulations and would require the fees to be deposited in the Air Pollution Control Fund and made available to the state board upon appropriation by the Legislature.

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

**Introduced:** 02/19/2025

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

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

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

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

**Introduced:** 02/20/2025

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

**Calendar:** 04/07/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

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

**Summary:** Would require the Department of Transportation to prepare a proposal for the development, including the selection, of sites for a pilot program establishing branded networks of bicycle highways that are numbered and signed within 2 of California's major metropolitan areas. The bill would require the department, on or before January 1, 2030, to include the proposal in the draft ITIP and would require the department to perform all other actions necessary for the pilot program to be programmed in the STIP, as specified. The bill would require the department, on or before July 1, 2031, to report to the relevant policy committees of the Legislature on the status of the pilot program and recommendations for the development of additional networks of bicycle highways.



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

**Introduced:** 02/20/2025

**Status:** 03/10/2025 - Referred to Com. on L. & E.

**Calendar:** 04/02/25 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

**Location:** 03/10/2025 - Assembly Labor and Employment

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

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

**Introduced:** 02/20/2025

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

**Status:** 03/19/2025 - Re-referred to Com. on TRANS.

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

**Summary:** This bill, the Orange County Electric Bicycle Safety Pilot Program, would, until January 1, 2030, authorize a local authority within the County of Orange, or the County of Orange 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 or require a person who does not have a valid driver's license and who is operating an electric bicycle to complete a safety training course, as specified. For the first 60 days following the adoption of an ordinance or resolution for the specified purposes, 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 an infraction punishable by a fine of \$25, except as specified.

**AB 968 (Boerner, D) Electric bicycles: disclosure.**

**Introduced:** 02/20/2025

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

**Calendar:** 04/21/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

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

**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. Current law subjects a person riding an electric bicycle to all laws concerning the operation of bicycles, as specified. Current law requires that manufacturers and distributors of electric bicycles apply a label that is permanently affixed to each electric bicycle that contains, among other things, the classification number of the electric bicycle, as specified. A violation of the Vehicle Code is a crime. This bill would, commencing January 1, 2026, require manufacturers and distributors of electric bicycles to include a notice in the electric bicycle's packaging that informs parents of minor riders of the risks and responsibilities associated with operating an electric bicycle.

**AB 975 (Gallagher, R) California Environmental Quality Act: lake and streambed alteration agreements: exemptions: culverts and bridges.**

**Introduced:** 02/20/2025

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

**Status:** 03/19/2025 - Re-referred to Com. on NAT. RES.

**Location:** 03/10/2025 - Assembly Natural Resources

**Summary:** Current law prohibits a person, a state or local governmental agency, or a public utility from substantially diverting or obstructing the natural flow of, or substantially changing or using any material from the bed, channel, or bank of, any river, stream, or lake, or depositing or disposing of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake, unless prescribed requirements are met, including written notification to the Department of Fish and Wildlife regarding the activity. Current law requires the department to determine whether the activity may substantially adversely affect an existing fish and wildlife resource and, if so, to provide a draft lake or streambed alteration agreement to the person, agency, or utility. Current law prescribes various requirements for lake and streambed alteration agreements. Current law also establishes various exemptions from these provisions. This bill would exempt from these provisions emergency projects undertaken, carried out, or approved by a state or local government agency to maintain, repair, restore, or reconstruct a bridge 30 feet long or less or reconstruct a culvert 70 feet long or less, that has been damaged as a result of fire, flood, storm, earthquake, land subsidence, gradual earth movement, or landslide, within one year of the damage.

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

**Introduced:** 02/20/2025

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

**Calendar:** 04/07/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

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

**Summary:** The California Integrated Waste Management Act of 1989 requires the Director of Transportation, upon consultation with the Department of Resources Recycling and Recovery, to review and modify all bid specifications relating to the purchase of paving materials and base, subbase, and pervious backfill materials using certain recycled materials. Current law requires the specifications to be based on standards developed by the Department of Transportation for recycled paving materials and for recycled base, subbase, and pervious backfill materials. Current law requires a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to apply standard specifications that allow for the use of recycled materials in streets and highways, except as provided. Current law requires, until January 1, 2027, those standard specifications to allow recycled materials at or above the level allowed in the department's standard specifications that went into effect on October 22, 2018, for specified materials. This bill would eliminate the feasibility and cost-effectiveness provision described above and would indefinitely require a local government's standard specifications to allow recycled materials at a level no less than the level allowed in the department's specifications for those specified materials.

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

**Introduced:** 02/20/2025

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

**Status:** 03/25/2025 - Re-referred to Com. on E.M.

**Location:** 03/24/2025 - Assembly Emergency Management

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

**AB 996 (Pellerin, D) Public Resources: California Coastal Act of 1976: California Coastal Planning Fund.**

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

**Last Amended:** 03/10/2025

**Status:** 03/11/2025 - Re-referred to Com. on NAT. RES.

**Location:** 03/10/2025 - Assembly Natural Resources

**Summary:** Would establish the California Coastal Planning Fund in the State Treasury to help local governments adequately plan for the protection of coastal resources and public accessibility to the coastline. The bill would, upon appropriation by the Legislature, make moneys in the fund available to the commission for various state and local costs relating to local coastal program development and sea level rise plans and to administer the fund, as provided.

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

**Introduced:** 02/20/2025

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

**Calendar:** 04/21/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

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

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

**AB 1015 (Patel, D) Discrimination and harassment prevention training.**

**Introduced:** 02/20/2025

**Status:** 03/10/2025 - Referred to Com. on L. & E.

**Location:** 03/10/2025 - Assembly Labor and Employment

**Summary:** 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. Current law requires that a method be provided for employees who have completed the training to save electronically and print a certificate of completion. Current law requires that an employee who has received training in compliance with these provisions within the prior 2 years either from a current or a prior employer be given, and be required to read and acknowledge receipt of, the employer's antiharassment policy within 6 months of assuming the employee's new position and requires that the employee then be put on a 2-year tracking schedule based on the employee's last training. This bill would authorize an employer to satisfy the training requirements by demonstrating that the employee possesses a certificate of completion within the past 2 years.

**AB 1022 (Kalra, D) Authority to remove vehicles.**

**Introduced:** 02/20/2025

**Status:** 03/28/2025 - Referred to Com. on TRANS.

**Location:** 03/28/2025 - Assembly Transportation

**Summary:** Current law authorizes a peace officer, as defined, or a regularly employed and salaried employee, who is engaged in directing traffic or enforcing parking laws and regulations, of a city, county, or jurisdiction of a state agency in which a vehicle is located, to remove a vehicle located within the territorial limits in which the officer or employee may act, under designated circumstances, including, but not limited to, when a vehicle is found upon a highway or public land, or removed pursuant to the Vehicle Code, and it is known that the vehicle has been issued 5 or more notices of parking violations to which the owner or person in control of the vehicle has not responded within designated time periods, or the registered owner of the vehicle is known to have been issued 5 or more notices for failure to pay or failure to appear in court for traffic violations for which a certificate has not been issued by the magistrate or clerk of the court hearing the case, as specified. Under current law, a vehicle that has been removed and impounded under those circumstances that is not released may be subject to a lien sale to compensate for the costs of towage and for caring for and keeping safe the vehicle. This bill would remove the authority of a peace officer or public employee, as appropriate, to remove a vehicle under the above-described circumstances, and make conforming changes.

*AB 1054 (Gipson), which pertained to public employees' retirement, was amended to pertain specifically to the California Highway Patrol and the Department of Forestry and Fire Protection, therefore, it has been removed from the matrix.*

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

**Introduced:** 02/20/2025

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

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

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

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

**Introduced:** 02/20/2025

**Status:** 02/21/2025 - From printer. May be heard in committee March 23.

**Location:** 02/20/2025 - Assembly PRINT

**Summary:** Existing law, the California Public Employees' Pension Reform Act of 2013, requires a public employee who is convicted of any state or federal felony for conduct arising out of, or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to forfeit all accrued rights and benefits in any public retirement system from the earliest date of the commission of the felony to the date of conviction, and prohibits the public employee from accruing further benefits in that public retirement system. This bill would require a public employer that is investigating a public employee for misconduct arising out of the actions described above, to continue the investigation even if the public employee retires while under investigation. The bill would require a public employer, if the investigation indicates that the public employee may have committed a crime, to refer the matter to the appropriate law enforcement agency. Under the bill, if a felony conviction results arising out of any conduct described above, the public employee would forfeit all accrued rights and benefits in any public retirement system pursuant to the provisions described above. This bill contains other related provisions and other existing laws.

**AB 1070 (Ward, D) Transit districts: governing boards: compensation: nonvoting members.**

**Introduced:** 02/20/2025

**Status:** 03/17/2025 - Referred to Coms. on L. GOV. and TRANS.

**Location:** 03/17/2025 - Assembly Local Government

**Summary:** Existing law provides for the formation of various transit districts and specifies the duties and powers of their governing boards. Existing law authorizes a transit district to compensate a member of the governing board for attending a board meeting and for engaging in other district business, as provided. This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system, as specified. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would authorize the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing negotiations with labor organizations. By expanding the duties of transit districts, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

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

**Introduced:** 02/20/2025

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

**Status:** 03/25/2025 - Re-referred to Com. on TRANS.

**Calendar:** 04/21/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 03/24/2025 - Assembly Transportation

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

**AB 1091 (Gallagher, R) Vehicles: license plates: 8-letter license plates.**

**Introduced:** 02/20/2025

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

**Status:** 03/13/2025 - Re-referred to Com. on TRANS.

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

**Summary:** Current law authorizes the Department of Motor Vehicles to issue or renew environmental license plates to provide revenue for the California Environmental License Plate Fund that indicate on the plates the combination of letters or numbers, or both, requested as a registration number by the applicant, to be displayed on the applicant's vehicle in lieu of regular license plates. Current law imposes fees for the issuance or renewal of an environmental license plate, in addition to the regular registration and renewal fees. Current law also establishes procedures for the cancellation, transfer, or retention of the environmental license plates and requires the payment or reimbursement of additional fees in connection with those transactions, as specified. This bill would establish a similar program, to be known as the "8-letter license plate" program, for the support of the Natural and Agricultural Open Space and State Recreational Support Fund, which would be created by the bill. The bill would impose additional fees, including, but not limited to, fees for the issuance and renewal of an 8-letter license plate, as specified.

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

**Introduced:** 02/20/2025

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

**Calendar:** 04/07/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

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

**Summary:** Current provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and a public agency identification, such as "Police." This bill would extend the exemption from fees imposed under the Vehicle Code to a vehicle owned by a public or private entity used as an authorized emergency vehicle, as defined. The bill would include in the exemption of an authorized emergency vehicle exempt from the payment of a toll or charge a vehicle displaying an exempt license plate and emergency identification, including, but not limited to, "Ambulance."

**AB 1132 (Schiavo, D) Department of Transportation: climate change vulnerability assessment: community resilience assessment.**

**Introduced:** 02/20/2025

**Status:** 03/13/2025 - Referred to Com. on TRANS.

**Calendar:** 04/21/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 03/13/2025 - Assembly Transportation

**Summary:** Existing law establishes the Department of Transportation to, among other things, plan, design, construct, operate, and maintain the state highway system, as provided. Pursuant to that authority, the department developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide the department with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require the department, on or before January 1, 2027, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions. The bill would also require the department, on or before January 1, 2028, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks, as specified.

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

**Introduced:** 02/20/2025

**Status:** 03/13/2025 - Referred to Coms. on L. GOV. and TRANS.

**Calendar:** 04/09/25 A-LOCAL GOVERNMENT 1:30 p.m. - State Capitol, Room 447 CARRILLO, JUAN, Chair

**Location:** 03/13/2025 - Assembly Local Government

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

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

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

**Last Amended:** 03/10/2025

**Status:** 03/11/2025 - Re-referred to Com. on L. GOV.

**Location:** 03/10/2025 - Assembly Local Government

**Summary:** The Local Transportation Authority and Improvement Act authorizes a county board of supervisors to create or otherwise designate a local transportation authority in the county that may impose a transactions and use tax for transportation purposes subject to voter approval and other specified requirements. Pursuant to that authority, the county board of supervisors of the County of Sacramento created the Sacramento Transportation Authority (STA). This bill would establish requirements under the act specific to STA, including provisions pertaining to contracting, allowable expenditures of tax revenues, and the terms and compensation of its governing board. The bill would expand the authority of STA by, among other things, authorizing it to condemn property and to develop and operate toll facilities under specified laws.

**AB 1237 (McKinnor, D) County of Los Angeles: sporting events: ticket charge: public transit.**

**Introduced:** 02/21/2025

**Status:** 03/13/2025 - Referred to Coms. on TRANS. and A.,E.,S., & T.

**Calendar:** 04/07/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 03/13/2025 - Assembly Transportation

**Summary:** Would authorize Los Angeles County Metropolitan Transportation Authority (LA Metro) to impose a charge of up to \$5 on the purchaser of a ticket from a ticket vendor to a sporting event in the County of Los Angeles for the 2026 FIFA World Cup or the 2028 Olympic and Paralympic Games, as specified. The bill would require LA Metro to use any revenues collected from that charge to support its transit operations. The bill would require LA Metro, if it imposes this charge, to allow any person to use its transit services at no charge on the day of a sporting event in the County of Los Angeles for the 2026 FIFA World Cup or the 2028 Olympic and Paralympic Games if the person presents a ticket to that sporting event at the location where LA Metro collects fares for transit services.

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

**Introduced:** 02/21/2025

**Status:** 03/28/2025 - Referred to Coms. on NAT. RES. and JUD.

**Location:** 03/28/2025 - Assembly Natural Resources

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

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

**Introduced:** 02/21/2025

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

**Status:** 03/25/2025 - Re-referred to Com. on NAT. RES.

**Location:** 03/24/2025 - Assembly Natural Resources

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. 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 unspecified amount of money for each vehicle mile traveled to the TransitOriented Development Implementation Fund for the purposes of the TransitOriented Development Implementation Program. 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.

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

**Introduced:** 02/21/2025

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

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

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

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

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

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

**Status:** 03/25/2025 - Re-referred to Com. on H. & C.D.

**Location:** 03/24/2025 - Assembly Housing and Community Development

**Summary:** Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries. Existing law requires the general plan to include, among other mandatory elements, a housing element, and requires the housing element to include, among other things, an inventory of land suitable and available for residential development. This bill would, except for cities and counties without a council of governments, instead require the department, in consultation with each council of governments, to determine each region's existing and projected housing need at least 3 years before the scheduled revision, as specified.



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

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

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

**Status:** 03/25/2025 - Re-referred to Com. on Elections.

**Calendar:** 04/09/25 A-ELECTIONS 9 a.m. - State Capitol, Room 444 PELLERIN, GAIL, Chair

**Location:** 03/24/2025 - Assembly Elections

**Summary:** The Political Reform Act of 1974 requires specified public officials to file statements disclosing their investments and interests in real property on the date they assume office, and income received during the 12 months before assuming office, and to file subsequent statements at intervals specified by regulations of the Fair Political Practices Commission and upon leaving office. The act requires each public agency to adopt a conflict of interest code that requires designated employees to file statements disclosing their business positions, investments, interests in real property, and income, according to specified deadlines. This bill would also require public officials to disclose arrangements for prospective employment according to specified deadlines, and would require public agencies' conflict of interest codes to include similar disclosure requirements for designated employees.

**AB 1290 (Wilson, D) High-Speed Rail Authority: Senate confirmation.**

**Introduced:** 02/21/2025

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

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

**Summary:** Current law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would require that the members of the authority appointed by the Governor be subject to appointment with the advice and consent of the Senate.

**AB 1300 (Caloza, D) State and local government: data protection and privacy: immigration.**

**Introduced:** 02/21/2025

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

**Status:** 04/01/2025 - Re-referred to Com. on JUD.

**Location:** 03/28/2025 - Assembly Judiciary

**Summary:** Would prohibit a state or local government agency from collecting immigration-related personally identifiable information unless it is explicitly required by law to do so and the collection is justified by a legitimate government purpose. The bill would prohibit a state or local government agency from sharing personally identifiable information with federal immigration enforcement agencies without a judicial warrant or court order. The bill would require any contract, agreement, or memorandum of understanding that facilitate data sharing between a state or local government agency and federal immigration enforcement authorities to comply with oversight mechanisms to ensure compliance with civil rights and privacy protections and be subject to review by the State Auditor, as described below. Because the bill would require local agencies to perform additional duties, it would impose a state-mandated local program. The bill would make these provisions enforceable by administrative action or by imposition of a civil penalty recovered by an action brought by the Attorney General.

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

**Introduced:** 02/21/2025

**Status:** 03/28/2025 - Referred to Coms. on L. & E., P. & C.P. and JUD.

**Calendar:** 04/02/25 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

**Location:** 03/28/2025 - Assembly Labor and Employment

**Summary:** Would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling workers in private, off-duty areas, as specified, and requiring workplace surveillance tools to be disabled during off-duty hours, as specified.

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

**Introduced:** 02/21/2025

**Status:** 03/17/2025 - Referred to Com. on P. & C.P.

**Calendar:** 04/01/25 A-PRIVACY AND CONSUMER PROTECTION Upon adjournment of Session - State Capitol, Room 437 BAUER-KAHAN, REBECCA, Chair

**Location:** 03/17/2025 - Assembly Privacy and Consumer Protection

**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. The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

**AB 1340 (Wicks, D) Metropolitan Transportation Commission: duties.**

**Introduced:** 02/21/2025

**Status:** 03/13/2025 - Referred to Com. on TRANS.

**Location:** 03/13/2025 - Assembly Transportation

**Summary:** The Metropolitan Transportation Commission Act establishes the Metropolitan Transportation Commission to provide comprehensive regional transportation planning for the San Francisco Bay area, as provided. Existing law requires the commission to establish a regional transit coordinating council to better coordinate routes, schedules, fares, and transfers among the San Francisco Bay area transit operators and to explore potential advantages of joint ventures in certain areas. The act authorizes the commission, in consultation with the regional transit coordinating council, to identify functions performed by individual public transit systems that could be consolidated to improve the efficiency of regional transit service, and recommend that those functions be consolidated and performed through inter-operator agreements or as services contracted to a single entity. This bill would require the commission to consult with the general manager from each transit operator, instead of the regional transit coordinating council, when identifying functions that could be consolidated and recommending their consolidation, as described above. To the extent that this bill would impose additional duties on transit operators, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

**AB 1371 (Sharp-Collins, D) Occupational safety and health: employee refusal to perform hazardous tasks.**

**Introduced:** 02/21/2025

**Status:** 03/13/2025 - Referred to Com. on L. & E.

**Location:** 03/13/2025 - Assembly Labor and Employment

**Summary:** The California Occupational Safety and Health Act of 1973 requires employers to comply with certain safety and health standards, as specified, and charges the Division of Occupational Safety and Health in the Department of Industrial Relations with enforcement of the act. Current law prohibits an employer from laying off or discharging an employee for refusing to perform work that would violate prescribed safety standards where the violation would create a real and apparent hazard to the employee or other employees. Current law defines "employee" for purposes of those provisions to include a domestic work employee, except as specified. This bill would revise and recast those provisions to, among other things, allow an employee, acting in good faith, to refuse to perform a task assigned by an employer if it would violate those prescribed safety standards or if the employee has a reasonable apprehension that the performance of the assigned task would result in injury or illness to the employee or other employees. The bill would make the employee's refusal contingent on the employee or another employee, if reasonably practical, having communicated or attempted to notify the employer of the safety or health risk and the employer having failed to provide a response that is reasonably calculated to allay the employee's concerns.

**AB 1372 (Papan, D) Renewable electrical generation facilities: electrified commuter railroads: regenerative braking: net billing.**

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

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

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

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

**Summary:** Current law requires every electric utility, except as provided, to develop a standard contract or tariff providing for net energy metering, and to make this standard contract or tariff available to eligible customer-generators using renewable electrical generation facilities, as specified. Pursuant to its authority, the commission issued a decision revising net energy metering tariff and subtariffs, commonly known as the net billing tariff. This bill would include the regenerative braking from electric trains as a renewable electrical generation facility for those purposes, as provided.

**AB 1379 (Nguyen, D) Vehicles: speed safety system pilot program.**

**Introduced:** 02/21/2025

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

**Status:** 03/25/2025 - Re-referred to Com. on TRANS.

**Location:** 03/24/2025 - Assembly Transportation

**Summary:** Current law authorizes, until January 1, 2032, the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco to establish a speed safety system pilot program if the system meets specified requirements. Current law requires a participating city or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and requires the participating city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized. This bill would expand the list of cities authorized to establish a speed safety system pilot program as described above to include the City of Sacramento.

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

**Introduced:** 02/21/2025

**Last Amended:** 03/10/2025

**Status:** 03/11/2025 - Re-referred to Com. on P. E. & R.

**Location:** 03/10/2025 - Assembly Public Employment and Retirement

**Summary:** Current law creates the Public Employees' Retirement Fund, which is continuously appropriated for purposes of PERS, including depositing employer and employee contributions. Under the California Constitution, assets of a public pension or retirement system are trust funds. 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. This bill, on and after January 1, 2026, would require a retirement system to adjust pensionable compensation limits to be consistent with a defined benefit limitation established and annually adjusted under federal law with respect to tax exempt qualified trusts. By increasing the contribution to continuously appropriated funds, this bill would make an appropriation.

**AB 1399 (Hoover, R) Department of Transportation: encroachment permits: broadband facilities.**

**Introduced:** 02/21/2025

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

**Status:** 03/25/2025 - Re-referred to Com. on TRANS.

**Calendar:** 04/21/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 03/24/2025 - Assembly Transportation

**Summary:** Existing law establishes the Department of Transportation and vests it with full possession and control of all state highways and all property and rights in property for state highway purposes. Existing law authorizes the department to issue a written permit to place an encroachment on the state highway. Existing law requires the department to perform certain actions if the encroachment permit application is for a broadband facility. This bill would require the department's application and review process for an encroachment permit application for a broadband facility to be uniform throughout the state. The bill would require the department to expedite review of an encroachment permit application for broadband facilities.

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

**Introduced:** 02/21/2025

**Status:** 03/13/2025 - Referred to Com. on TRANS.

**Location:** 03/13/2025 - Assembly Transportation

**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 extend the operation of the above-described provisions until January 1, 2035.

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

**Introduced:** 02/21/2025

**Status:** 03/17/2025 - Referred to Coms. on TRANS. and U. & E.

**Calendar:** 04/07/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

**Location:** 03/17/2025 - Assembly Transportation

**Summary:** Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission), in consultation with the Public Utilities Commission, to develop uptime recordkeeping and reporting standards for electric vehicle chargers and charging stations. Current law requires that the uptime recordkeeping and reporting standards only apply to electric vehicle chargers and charging stations that received an incentive from a state agency or through a charge on ratepayers, apply for a minimum of 6 years, and apply to electric vehicle chargers and charging stations installed on or after January 1, 2024. This bill would delete the latter requirement.

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

**Introduced:** 02/13/2025

**Status:** 02/14/2025 - From printer. May be heard in committee March 16.

**Location:** 02/13/2025 - Assembly PRINT

**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 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.

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

**Introduced:** 12/02/2024

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

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

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

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

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

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

**Last Amended:** 03/06/2025

**Status:** 03/26/2025 - Set for hearing April 9.

**Calendar:** 04/09/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

**Location:** 03/19/2025 - Senate L., P.E. & R.

**Summary:** This bill would require an employer, or a vendor engaged by the employer, to provide a written notice that an automated decision system (ADS), for the purpose of making employment-related decisions, is in use at the workplace to all workers that will be directly or indirectly affected by the ADS, as specified. The bill would require the employer or vendor to maintain a list of all ADS currently in use and would require the notice to include the updated list. The bill would prohibit an employer or vendor from using an ADS that does certain functions and would limit the purposes and manner in which an ADS may be used to make decisions. The bill would require an employer to allow a worker to access data collected or used by an ADS and to correct errors in data, as specified.

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

**Introduced:** 12/02/2024

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

**Status:** 03/28/2025 - Set for hearing April 7.

**Calendar:** 04/07/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

**Location:** 03/25/2025 - Senate Appropriations

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

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

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

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

**Status:** 03/26/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

**Calendar:** 04/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 02/19/2025 - Senate Transportation

**Summary:** Would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity decommissions the equipment.

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

**Introduced:** 12/02/2024

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

**Status:** 03/28/2025 - April 2 set for first hearing canceled at the request of author.

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

**Summary:** Current law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution. Existing law provides for the creation of the South Coast Air Quality Management District in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the area of the South Coast Air Basin, as specified. Existing law requires the district to adopt rules and regulations to carry out the south coast district air quality management plan that are not in conflict with state and federal laws and rules and regulations and requires those rules and regulations to provide for indirect source controls under certain circumstances. This bill would, until January 1, 2036, prohibit the district from adopting, considering adopting, or requiring that any local agency or city enforce any regulation or indirect source rule to address pollution from any mobile source that is already subject to regulation by the state board and that is associated with an operation at any public seaport or marine terminal facility at a public seaport. The bill would, until January 1, 2036, authorize specified entities, including the district, to enter into a voluntary agreement to address pollution from any mobile source associated with an operation at any public seaport or marine terminal facility at a public seaport if the voluntary agreement meets specified requirements.

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

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

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

**Status:** 03/25/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

**Location:** 01/09/2025 - Senate Rules

**Summary:** Would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the Metropolitan Transportation Commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for various administrative expenses, the bill would require an unspecified portion of the proceeds of the tax to be allocated by the commission to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency for operating expenses, and would require the remaining proceeds to be subvended directly to the counties comprising the district for public transportation expenses, as prescribed.

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

**Introduced:** 01/14/2025

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

**Status:** 03/28/2025 - Set for hearing April 8.

**Calendar:** 04/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 03/19/2025 - Senate Transportation

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

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

**Introduced:** 01/15/2025

**Status:** 03/13/2025 - March 19 set for second hearing canceled at the request of author.

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

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements certain residential, employment center, and mixed-use development projects meeting specified criteria, including that the project is located in a transit priority area and that the project is undertaken and is consistent with a specific plan for which an environmental impact report has been certified. This bill would additionally exempt those projects located in a very low vehicle travel area, as defined. The bill would require that the project is undertaken and is consistent with either a specific plan prepared pursuant to specific provisions of law or a community plan, as defined, for which an EIR has been certified within the preceding 15 years in order to be exempt.

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

**Introduced:** 01/15/2025

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

**Status:** 03/24/2025 - Set for hearing April 2. From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.

**Calendar:** 04/02/25 S-LOCAL GOVERNMENT 9:30 a.m. - 1021 O Street, Room 2200 DURAZO, MARÍA ELENA, Chair

**Location:** 01/29/2025 - Senate Local Government

**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 to develop and construct infrastructure projects, as defined. 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 to the initial infrastructure's project's total cost. When applying to the program, the bill would require the local agency to demonstrate challenges with completing the project on time and on budget and how the infrastructure project helps meet state and local goals, as specified.

**SB 78 (Seyarto, R) Department of Transportation: study: state highway system: road safety projects.**

**Introduced:** 01/15/2025

**Status:** 01/29/2025 - Referred to Com. on TRANS.

**Calendar:** 04/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 01/29/2025 - Senate Transportation

**Summary:** Would require the Department of Transportation to conduct a study to identify certain locations in the state highway system with regard to vehicle collisions, projects that could improve road safety at each of those locations, and common factors, if any, contributing to the delay in the delivery of those projects. The bill would require the department to post the study on its internet website on or before January 1, 2027.

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

**Introduced:** 01/27/2025

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

**Status:** 03/28/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on JUD.

**Calendar:** 04/08/25 S-JUDICIARY 1:30 p.m. - 1021 O Street, Room 2100 UMBERG, THOMAS, Chair

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

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



**SB 231 (Seyarto, R) California Environmental Quality Act: the Office of Land Use and Climate Innovation: technical advisory.**

**Introduced:** 01/28/2025

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

**Status:** 03/28/2025 - Set for hearing April 7.

**Calendar:** 04/07/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

**Location:** 03/19/2025 - Senate Appropriations

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Under current law, the recommendation, continuous evaluation, and execution of statewide environmental goals, policies, and plans are included within the scope of the executive functions of the Governor. 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. This bill would require, on or before July 1, 2027, the Office of Land Use and Climate Innovation to consult with regional, local, state, and federal agencies to develop a technical advisory on thresholds of significance for greenhouse gas and noise pollution effects on the environment to assist local agencies. The bill would require the technical advisory to provide suggested thresholds of significance for all areas of the state, as specified, and would provide that lead agencies may elect to adopt these suggested thresholds of significance. The bill would also require the Office of Land Use and Climate Innovation to post the technical advisory on its internet website.

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

**Introduced:** 01/28/2025

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

**Status:** 03/28/2025 - Set for hearing April 7.

**Calendar:** 04/07/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

**Location:** 03/19/2025 - Senate Appropriations

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

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

**Introduced:** 01/30/2025

**Status:** 03/24/2025 - Set for hearing April 2.

**Calendar:** 04/02/25 S-LOCAL GOVERNMENT 9:30 a.m. - 1021 O Street, Room 2200 DURAZO, MARÍA ELENA, Chair

**Location:** 02/14/2025 - Senate Local Government

**Summary:** The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. 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 the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified.

**SB 240 (Jones, R) San Diego Association of Governments: board of directors: County of San Diego.**

**Introduced:** 01/30/2025

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

**Status:** 03/24/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

**Location:** 01/30/2025 - Senate Rules

**Summary:** The San Diego Regional Transportation Consolidation Act establishes a 21-member board of directors to govern the San Diego Association of Governments (SANDAG). The act requires 2 supervisors from the San Diego County Board of Supervisors to serve on the SANDAG board of directors. The act refers to these directors as primary and secondary representatives. The act requires one of these directors to be from a district that is substantially an incorporated area and the other to be from a district that is substantially an unincorporated area. This bill would replace the secondary representative from the San Diego County Board of Supervisors on the SANDAG board of directors with a resident of an unincorporated area of the County of San Diego that is selected by, and subject to recall by, a majority of the community planning groups in the County of San Diego. The bill would provide for an alternative to serve on the SANDAG board of directors if the secondary representative is not available. The bill would eliminate the requirement that one of the San Diego County Board of Supervisors on the SANDAG board of directors be from a district that is substantially an incorporated area and the other to be from a district that is substantially an unincorporated area.

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

**Introduced:** 02/03/2025

**Last Amended:** 03/19/2025

**Status:** 03/28/2025 - Set for hearing April 7.

**Calendar:** 04/07/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

**Location:** 03/18/2025 - Senate Appropriations

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

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

**Introduced:** 02/04/2025

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

**Status:** 03/27/2025 - Read second time. Ordered to consent calendar.

**Calendar:** 04/01/25 #36 S-CONSENT CALENDAR SECOND LEGISLATIVE DAY

**Location:** 03/25/2025 - Senate CONSENT CALENDAR

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

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

**Introduced:** 02/05/2025

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

**Status:** 03/25/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E. & C.A.

**Calendar:** 04/01/25 S-ELECTIONS AND CONSTITUTIONAL AMENDMENTS 10:30 a.m. - 1021 O Street, Room 2100 CERVANTES, SABRINA, Chair

**Location:** 02/14/2025 - Senate Elections and Constitutional Amendments

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

**SB 314 (Padilla, D) Weights and measures: electric vehicle supply equipment.**

**Introduced:** 02/10/2025

**Last Amended:** 03/17/2025

**Status:** 03/18/2025 - Set for hearing April 21.

**Calendar:** 04/21/25 S-BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT 10 a.m. and upon adjournment of Session, if necessary - 1021 O Street, Room 2100 ASHBY, ANGELIQUE, Chair

**Location:** 02/19/2025 - Senate Business, Professions and Economic Development

**Summary:** Current law provides that the Department of Food and Agriculture has general supervision of the weights and measures and weighing and measuring devices sold or used in the state, including devices used to measure electricity sold as a motor vehicle fuel. Current law regulates the use and repair of weighing or measuring devices. Existing law authorizes a device to be placed in service only by a sealer or a service agency. Current law prohibits, until January 1, 2028, requiring electric vehicle supply equipment (EVSE) to be retested or placed in service by a service agency or sealer, if the EVSE has previously been placed in service by a service agency or sealer, before the EVSE is used after receiving maintenance, as specified. This bill would authorize an EVSE that has been audited or tested by the manufacturer or supplier to be used commercially without further testing during the remainder of the inspection period adopted by the Secretary of Food and Agriculture, but not until it has been sealed by a sealer. The bill would, among other things, require the county sealer to ensure that certain EVSE installed before January 1, 2026, are initially placed in service and tested by a sealer on or before January 1, 2027, at no additional cost other than the registration fees paid by the EVSE owner or operator. The bill would, until January 1, 2028, if an EVSE has previously been placed in service, no longer require the EVSE to be retested or placed in service by a service agency or sealer before the EVSE is used after receiving maintenance in a manner that does not affect the EVSE being correct.

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

**Introduced:** 02/12/2025

**Status:** 03/24/2025 - Set for hearing April 23.

**Calendar:** 04/23/25 S-LOCAL GOVERNMENT 9:30 a.m. - State Capitol, Room 113 DURAZO, MARÍA ELENA, Chair

**Location:** 02/19/2025 - Senate Local Government

**Summary:** The Mitigation Fee Act imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Current law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for that fee to reflect a lower rate of automobile trip generation associated with such housing developments in comparison with housing developments without prescribed characteristics, unless the local agency adopts findings after a public hearing establishing that the housing development, even with those characteristics, would not generate fewer automobile trips than a housing development without those specified characteristics. For purposes of these provisions, current law specifies one of those characteristics is that the housing development provides either the minimum number of parking spaces required by the local ordinance, or no more than one onsite parking space for zero- to 2-bedroom units, and 2 onsite parking spaces for 3 or more bedroom units, whichever is less. For purposes of a local agency setting the rate for a mitigating vehicular traffic impacts fee, this bill would delete the provision about adopting findings after a public hearing and would, instead, require the rate for housing developments that satisfy those specified characteristics be at least 50% less than the rate for housing developments without all of those characteristics. With regard to the above-described characteristic, the bill would, instead, specify that the housing development provides no more than one onsite parking space for zero- to 2-bedroom units, and 2 onsite parking spaces for 3 or more bedroom units.

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

**Introduced:** 02/13/2025

**Status:** 03/18/2025 - Set for hearing May 14.

**Calendar:** 05/14/25 S-REVENUE AND TAXATION 9:30 a.m. - 1021 O Street, Room 1200 MCNERNEY, JERRY, Chair

**Location:** 02/26/2025 - Senate Revenue and Taxation

**Summary:** The Diesel Fuel Tax Law imposes taxes at a specified rate with respect to the distribution or delivery of each gallon of diesel fuel, and establishes various exemptions from those taxes, including an exemption for an exempt bus operation that consists of, among other things, a transit district, transit authority, or city owning and operating a local transit system, as provided. This bill would additionally apply this exemption to a county that owns and operates a local transit system, as provided.

**SB 375 (Grove, R) Wildfire prevention activities: Endangered Species Act: California Environmental Quality Act: California Coastal Act of 1973.**

**Introduced:** 02/13/2025

**Status:** 03/17/2025 - Set for hearing April 8.

**Calendar:** 04/08/25 S-NATURAL RESOURCES AND WATER 9 a.m. - 1021 O Street, Room 2100 LIMÓN, MONIQUE, Chair

**Location:** 02/26/2025 - Senate Natural Resources and Water

**Summary:** Would authorize a city, county, city and county, special district, or other local agency to submit to the Department of Fish and Wildlife a wildfire preparedness plan to conduct wildfire preparedness activities on land designated as a fire hazard severity zone, as defined, that minimizes impacts to wildlife and habitat for candidate, threatened, and endangered species. The bill would require the wildfire preparedness plan to include, among other things, a brief description of the planned wildfire preparedness activities, the approximate dates for the activities, and a description of the candidate, endangered, and threatened species within the plan area. The bill would require the department, if sufficient information is included in the wildfire preparedness plan for the department to determine if an incidental take permit is required, to notify the local agency within 90 days of receipt of the wildfire preparedness plan if an incidental take permit or other permit is needed, or if there are other considerations, exemptions, or streamlined pathways that the wildfire preparedness activities qualify for, including, but not limited to, the State Board of Forestry and Fire Protection's California Vegetation Treatment Program. The bill would require the department to provide the local agency, in its notification, with guidance that includes, among other things, a description of the candidate, endangered, and threatened species within the plan area and measures to avoid, minimize, and fully mitigate the take of the candidate, threatened, and endangered species, as provided. The bill would require the department, on or before July 1, 2026, to make a standard wildfire preparedness plan submission form publicly available on its internet website. The bill also would require the department, commencing January 1, 2027, to annually post on its internet website a summary of the wildfire preparedness plans submitted and include specified information in that summary.

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

**Introduced:** 02/14/2025

**Last Amended:** 03/27/2025

**Status:** 03/27/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

**Calendar:** 04/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 02/26/2025 - Senate Transportation

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

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

**Introduced:** 02/18/2025

**Status:** 03/18/2025 - Set for hearing May 14.

**Calendar:** 05/14/25 S-REVENUE AND TAXATION 9:30 a.m. - 1021 O Street, Room 1200 MCNERNEY, JERRY, Chair

**Location:** 02/26/2025 - Senate Revenue and Taxation

**Summary:** Would, on and after January 1, 2026, provide an exemption from the taxes imposed by the Sales and Use Tax Law for the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, hydrogen fuel.

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

**Introduced:** 02/18/2025

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

**Status:** 04/01/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (April 1). Re-referred to Com. on APPR.

**Location:** 04/01/2025 - Senate Appropriations

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

**SB 441 (Hurtado, D) State Air Resources Board: membership: removal: regulations: review.**

**Introduced:** 02/18/2025

**Status:** 02/26/2025 - Referred to Com. on E.Q.

**Location:** 02/26/2025 - Senate Environmental Quality

**Summary:** Current law provides that the State Air Resources Board consists of 14 voting members, 12 of whom are appointed by the Governor, with the consent of the Senate, one of whom is appointed by the Senate Committee on Rules, and one of whom is appointed by the Speaker of the Assembly. Current law specifies that voting members serve a term of 6 years. This bill would authorize any member of the state board to be removed from office by the Legislature, by concurrent resolution adopted by a majority vote of all members elected to each house, for dereliction of duty or corruption or incompetency.

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

**Introduced:** 02/18/2025

**Last Amended:** 03/27/2025

**Status:** 04/01/2025 - Set for hearing April 7.

**Calendar:** 04/07/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

**Location:** 03/26/2025 - Senate Appropriations

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

**SB 445 (Wiener, D) Sustainable Transportation Project Permits and Cooperative Agreements.**

**Introduced:** 02/18/2025

**Status:** 02/26/2025 - Referred to Coms. on TRANS. and L. GOV.

**Location:** 02/26/2025 - Senate Transportation

**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. CEQA, until January 1, 2030, exempts from its requirements certain transportation-related projects if specified requirements are met. CEQA includes within these exempt transportation-related projects a public project for the institution or increase of bus rapid transit, bus, or light rail service, which will be exclusively used by low-emission or zero-emission vehicles, on existing public rights-of-way or existing highway rights-of-way. This bill would require a lead agency to provide a written notice with specified information to a third-party entity, defined by the bill to mean a local agency, electrical corporation, or private telecommunications provider, regarding its need to use, relocate, alter, change, or otherwise improve facilities, publicly owned and managed utilities, public spaces, or other publicly or privately owned facilities under the third-party entity's jurisdiction or ownership for the implementation of a sustainable transportation project. This bill would define "sustainable transportation project" to mean a project where the lead agency is a state agency, operator, or local agency that proposes the construction or modification of facilities meeting at least one of several specified criteria, including that it is exempt from CEQA pursuant to the above-described provisions.

**SB 455 (Blakespear, D) Electric bicycles.**

**Introduced:** 02/19/2025 (Spot bill)

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

**Status:** 03/25/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

**Location:** 02/19/2025 - Senate Rules

**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, and requires electric bicycles to comply with specified equipment and manufacturing requirements. Current law requires manufacturers and distributors of electric bicycles to apply a label that is permanently affixed to each electric bicycle that contains, among other things, the classification number of the electric bicycle, as specified. Current law prohibits specified vehicles from being advertised, sold, offered for sale, or labeled as electric bicycles, including a vehicle that is modified to attain a speed greater than 20 miles per hour on motor power alone or to have motor power of more than 750 watts. Current law prohibits the sale of a product or device that can modify the speed capability of an electric bicycle such that it no longer meets the definition of an electric bicycle. A violation of the Vehicle Code is a crime. This bill would, commencing July 1, 2026, revise the labeling requirements described above to require manufacturers and distributors to apply an etching, engraving, or label that is permanently affixed skyward on the frame of the electric bicycle and contains additional information, including the brand name and manufacturer or distributor of the electric bicycle. The bill would revise the above-described list of vehicles prohibited from being advertised, sold, offered for sale, or labeled as electric bicycles, as specified, and include on the list, among other things, a vehicle that is capable of providing assistance when the bicycle reaches a speed exceeding 28 miles per hour. The bill would require any incident report filed by a peace officer for an injury or crash involving an electric bicycle to include all of the information provided in the etching, engraving, or label described above or to indicate that a marking was not available.

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

**Introduced:** 02/19/2025

**Status:** 03/12/2025 - Referred to Coms. on L., P.E. & R. and JUD.

**Location:** 03/12/2025 - Senate L., P.E. & R.

**Summary:** Current law establishes the Civil Rights Department within the Business, Consumer Services, and Housing Agency to enforce civil rights laws with respect to housing and employment and to protect and safeguard the right of all persons to obtain and hold employment without discrimination based on specified characteristics or status. Current law requires a private employer that has 100 or more employees to submit an annual pay data report to the Civil Rights Department that includes the number of employees by race, ethnicity, and sex in specified job categories, whose pay falls within federal pay bands, and within each job category the median and mean hourly rate for each combination of those characteristics as specified. This bill would also require public employers with 100 or more employees to submit the annual pay data report beginning in 2027. The bill would require an employer to collect and store any demographic information it gathers for the purpose of submitting the pay data report separately from employees' personnel records. This bill would also expand the demographics for the reporting requirements to also include sexual orientation and require the report to include information by sexual orientation about the number of employees in specified job categories, whose pay falls within federal pay bands, and within each job category the median and mean hourly rate for each combination of the specified characteristics.

**SB 467 (Laird, D) Highways: Highway Signage Fund.**

**Introduced:** 02/19/2025

**Last Amended:** 03/27/2025

**Status:** 03/27/2025 - Read second time and amended. Re-referred to Com. on APPR.

**Calendar:** 04/07/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

**Location:** 03/25/2025 - Senate Appropriations

**Summary:** Would establish the Highway Signage Fund in the State Treasury and would make moneys in the fund available, upon appropriation by the Legislature, to the department for the department's costs in erecting signage for highway designations previously approved by the Legislature that memorialize individuals who have promoted racial and gender equity.



**SB 469 (Smallwood-Cuevas, D) Department of Industrial Relations: task force: public infrastructure: employment: underrepresented communities.**

**Introduced:** 02/19/2025

**Status:** 03/26/2025 - March 26 set for first hearing canceled at the request of author.

**Calendar:** 04/09/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

**Location:** 02/26/2025 - Senate L., P.E. & R.

**Summary:** Would require the Department of Industrial Relations to establish the California Public Infrastructure Task Force, composed of representatives of specified agencies to promote employment in public infrastructure projects for underrepresented communities and to provide compliance assistance to contractors and subcontractors in public infrastructure projects regarding their nondiscrimination obligations, as specified.

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

**Introduced:** 02/19/2025

**Status:** 03/27/2025 - Set for hearing April 8.

**Calendar:** 04/08/25 S-JUDICIARY 1:30 p.m. - 1021 O Street, Room 2100 UMBERG, THOMAS, Chair

**Location:** 03/25/2025 - Senate Judiciary

**Summary:** The Bagley-Keene Open Meeting Act authorizes meetings through teleconference subject to specified requirements, including, among others, that the state body post agendas at all teleconference locations, that each teleconference location be identified in the notice and agenda of the meeting or proceeding, that each teleconference location be accessible to the public, that the agenda provide an opportunity for members of the public to address the state body directly at each teleconference location, and that at least one member of the state body be physically present at the location specified in the notice of the meeting. The act authorizes an additional, alternative set of provisions under which a state body may hold a meeting by teleconference subject to specified requirements, including, among others, that at least one member of the state body is physically present at each teleconference location, as defined, that a majority of the members of the state body are physically present at the same teleconference location, except as specified, and that members of the state body visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, except as specified. The act authorizes, under specified circumstances, a member of the state body to participate pursuant to these provisions from a remote location, which would not be required to be accessible to the public and which the act prohibits the notice and agenda from disclosing. The act repeals these provisions on January 1, 2026. This bill would delete the January 1, 2026 repeal date, thereby authorizing the above-described additional, alternative set of teleconferencing provisions indefinitely.

**SB 474 (Niello, R) State Air Resources Board: regulatory authority: revocation.**

**Introduced:** 02/19/2025

**Status:** 02/26/2025 - Referred to Com. on E.Q.

**Location:** 02/26/2025 - Senate Environmental Quality

**Summary:** Would revoke all authority of the State Air Resources Board to adopt, revise, or repeal regulations and would declare that any law granting authority to or requiring the state board to adopt, revise, or repeal regulations, or take an action that requires exercising regulatory authority, instead be read as only authorizing the state board to provide advice and propose measures to the Legislature for statutory enactment. The bill would require the state board to, as necessary, provide advice and propose measures to the Legislature for statutory enactment regarding its duties, as provided. The bill would declare that it does not invalidate or repeal any regulation adopted by the state board before January 1, 2026.

**SB 496 (Hurtado, D) Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.**

**Introduced:** 02/19/2025

**Status:** 03/11/2025 - Set for hearing April 2.

**Calendar:** 04/02/25 S-ENVIRONMENTAL QUALITY 9 a.m. - State Capitol, Room 112 BLAKESPEAR, CATHERINE, Chair

**Location:** 02/26/2025 - Senate Environmental Quality

**Summary:** The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from those sources. This bill would require the state board to establish the Advanced Clean Fleets Regulation Appeals Advisory Committee by an unspecified date for purposes of reviewing appeals of denied requests for exemptions from the requirements of the Advanced Clean Fleets Regulation. The bill would require the committee to include representatives of specified governmental and nongovernmental entities. The bill would require the committee to meet monthly and would require recordings of its meetings to be made publicly available on the state board's internet website. The bill would require the committee to consider, and make a recommendation on, an appeal of an exemption request denial no later than 60 days after the appeal is made. The bill would require specified information relating to the committee's consideration of an appeal to be made publicly available on the state board's internet website. The bill would require the state board to consider a recommendation of the committee at a public meeting no later than 60 days after the recommendation is made.

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

**Introduced:** 02/19/2025

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

**Status:** 03/25/2025 - Set for hearing April 8.

**Calendar:** 04/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 02/26/2025 - Senate Transportation

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

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

**Introduced:** 02/19/2025

**Status:** 03/28/2025 - Set for hearing April 7.

**Calendar:** 04/07/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

**Location:** 03/26/2025 - Senate Appropriations

**Summary:** Current law requires the employer to make the contents of those personnel records available for inspection, as specified, and makes it a crime for an employer to violate these requirements. This bill would provide that personnel records relating to the employee's performance include education and training records and would require an employer who maintains education and training records to ensure those records include specified information.

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

**Introduced:** 02/20/2025

**Status:** 03/28/2025 - April 2 set for first hearing canceled at the request of author.

**Location:** 03/05/2025 - Senate Environmental Quality

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

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

**Introduced:** 02/20/2025

**Status:** 03/27/2025 - Set for hearing April 8.

**Calendar:** 04/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 03/24/2025 - Senate Transportation

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

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

**Introduced:** 02/20/2025

**Status:** 03/25/2025 - Set for hearing April 8.

**Calendar:** 04/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 03/05/2025 - Senate Transportation

**Summary:** Would require the Office of Land Use and Climate Innovation, on or before July 1, 2026, to commission a study on economic opportunities along the high-speed rail alignment, as provided. The bill would require an infrastructure district established in support of the high-speed rail project to include local improvements among the eligible projects to be funded by district revenues. The bill would require any revenues collected beyond the establishment of an infrastructure district to be committed to the ongoing maintenance and operation of the high-speed rail system.

**SB 549 (Allen, D) Second Neighborhood Infill Finance and Transit Improvements Act.**

**Introduced:** 02/20/2025

**Status:** 03/24/2025 - Set for hearing May 7.

**Calendar:** 05/07/25 S-LOCAL GOVERNMENT 9:30 a.m. - 1021 O Street, Room 2200 DURAZO, MARÍA ELENA, Chair

**Location:** 03/05/2025 - Senate Local Government

**Summary:** Current law authorizes the infrastructure financing plan to provide for the division of taxes levied on taxable property in the area included within the district, as specified, and authorizes the public financing authority to issue bonds by adopting a resolution containing specified provisions, including a determination of the amount of tax revenue available or estimated to be available for the payment of the principal of, and interest on, the bonds. This bill would revise NIFTI-2 to instead authorize, for resolutions adopted under that act's provisions on or after January 1, 2026, a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate property tax revenues, and to remove the authorization for adoption of a resolution that allocates revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes. The bill would also repeal the condition that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district.

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

**Introduced:** 02/20/2025

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

**Status:** 03/26/2025 - From committee with author's amendments. Read second time and amended. Referred to Com. on RLS.

**Location:** 02/20/2025 - Senate Rules

**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

**Status:** 03/05/2025 - Referred to Com. on TRANS.

**Location:** 03/05/2025 - Senate Transportation

**Summary:** The bill would require the Department of Transportation to develop a joint action plan for each district of the department in which homeless encampments are located on department property in collaboration with local governments located in the district. The bill would require the department, upon appropriation by the Legislature, to allocate funds to support collaborative efforts with local governments to address homeless encampments on department property. The bill would require the department to establish an advisory committee in each district for the purpose of providing advice on the implementation of these provisions. The bill would require the department to submit an annual report to the Legislature summarizing specified information and recommendations regarding homeless encampments on department property.

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

**Introduced:** 02/20/2025

**Status:** 03/05/2025 - Referred to Com. on L., P.E. & R.

**Calendar:** 04/09/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

**Location:** 03/05/2025 - Senate L., P.E. & R.

**Summary:** Existing unemployment compensation disability law requires workers to pay contribution rates based on, among other things, wages received in employment and benefit disbursement, for payment into the Unemployment Compensation Disability Fund, a special fund in the State Treasury. That fund is continuously appropriated for the purpose of providing disability benefits and making payment of expenses in administering those provisions. This bill would, commencing July 1, 2027, expand eligibility for benefits under the paid family leave program to include individuals who take time off work to care for a seriously ill designated person. The bill would define designated person to mean any individual related by blood or whose association with the employee is the equivalent of a family relationship. The bill would authorize the employee to identify the designated person when they file a claim for benefits. The bill would make conforming changes to the definitions of the term's family care leave and family member. This bill contains other existing laws.

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

**Introduced:** 02/20/2025

**Status:** 03/12/2025 - Referred to Coms. on L., P.E. & R. and JUD.

**Location:** 03/12/2025 - Senate L., P.E. & R.

**Summary:** Current law requires an employer, upon reasonable request, to provide the pay scale for a position to an applicant applying for the position. Current law requires an employer with 15 or more employees to include the pay scale for a position in any job posting. Existing law also requires an employer with 15 or more employees that engages a third party to announce, post, publish, or otherwise make known a job posting to provide the pay scale to the third party and requires the third party to include the pay scale in the job posting. Current law establishes certain civil penalties for a violation of those provisions, provides for enforcement by the Labor Commissioner of the Division of Labor Standards Enforcement, and makes violation of certain provisions a crime. This bill would require the pay scale provided for purposes of those provisions to be no more than 10% above or below the mean pay rate within the salary or hourly wage range.

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

**Introduced:** 02/20/2025

**Status:** 03/05/2025 - Referred to Com. on TRANS.

**Calendar:** 04/08/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

**Location:** 03/05/2025 - Senate Transportation

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

*SB 676 (Limon), which pertained to a responsible agency under the California Environmental Quality Act, was amended to pertain specifically to state of emergencies for fires, therefore, has been removed from the matrix.*

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

**Introduced:** 02/21/2025

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

**Status:** 03/26/2025 - From committee with author's amendments. Read second time and amended. Referred to Com. on E.Q.

**Calendar:** 04/02/25 S-ENVIRONMENTAL QUALITY 9 a.m. - State Capitol, Room 112 BLAKESPEAR, CATHERINE, Chair

**Location:** 03/05/2025 - Senate Environmental Quality

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

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

**Introduced:** 02/21/2025

**Status:** 03/24/2025 - Set for hearing April 2.

**Calendar:** 04/02/25 S-LOCAL GOVERNMENT 9:30 a.m. - 1021 O Street, Room 2200 DURAZO, MARÍA ELENA, Chair

**Location:** 03/12/2025 - Senate Local Government

**Summary:** Would, until January 1, 2030, require a city council or a county board of supervisors to comply with additional meeting requirements, including that all open and public meetings include an opportunity for members of the public to attend via a two-way telephonic option or a two-way audiovisual platform, as defined, that a system is in place for requesting and receiving interpretation services for public meetings, as specified, and that good faith efforts are made to encourage residents to participate in public meetings, as specified. By imposing additional meeting requirements on city councils and county boards of supervisors, this bill would impose a state-mandated local program.

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

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

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

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

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

**SB 741 (Blakespear, D) Coastal resources: coastal development permit: local emergency declaration.**

**Introduced:** 02/21/2025

**Status:** 03/12/2025 - Referred to Com. on N.R. & W.

**Location:** 03/12/2025 - Senate Natural Resources and Water

**Summary:** Existing law, the California Coastal Act of 1976, establishes the California Coastal Commission and provides for planning and regulation of development in the coastal zone, as defined. The act requires the commission to provide, by regulation, for the issuance of coastal development permits by the executive director of the commission or, where the development permit authority has been delegated to a local government, by an appropriate local official designated by resolution of the local government without compliance with the procedures prescribed in the act in cases of emergency, except as provided, and for certain nonemergency developments, as described. This bill would include as an emergency, for purposes of the latter provision, a local emergency declaration by a municipality, county, or special district.

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

**Introduced:** 02/21/2025

**Status:** 03/18/2025 - Set for hearing May 14.

**Calendar:** 05/14/25 S-REVENUE AND TAXATION 9:30 a.m. - 1021 O Street, Room 1200 MCNERNEY, JERRY, Chair

**Location:** 03/12/2025 - Senate Revenue and Taxation

**Summary:** Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions.

**SB 755 (Blakespear, D) California Procurement Climate Information Act.**

**Introduced:** 02/21/2025

**Status:** 03/12/2025 - Referred to Coms. on G.O. and E.Q.

**Location:** 03/12/2025 - Senate Governmental Organization

**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. Existing law, the Climate Corporate Data Accountability Act, requires, on or before July 1, 2025, the State Air Resources Board to develop and adopt regulations to require a reporting entity to, among other things, annually disclose all of the reporting entity's scope 1 emissions, scope 2 emissions, and scope 3 emissions, as defined. Existing law also states the intent of the Legislature for all state agencies, as defined, to aim to achieve net-zero emissions of greenhouse gases resulting from their operations, including scope 1 and scope 2 emissions, no later than January 1, 2035, or as soon as feasible thereafter. Existing law requires the Department of General Services, in consultation with the State Air Resources Board, in making progress toward the above-described goal, to, among other things, publish on its internet website or other publicly available location an inventory of the greenhouse gas emissions of state agencies for the prior calendar year, as specified. This bill, the California Procurement Climate Information Act, would require the department, beginning January 1, 2027, to require a large contractor and significant contractor, as defined, to report their greenhouse gas emissions and climate-related financial risk, as specified. The bill would require the report to include, for large contractors, an annual disclosure of scope 1 emissions, scope 2 emissions, scope 3 emissions, and climate-related financial risk, as specified, and for significant contractors, an annual disclosure of scope 1 emissions and scope 2 emissions, as specified. This bill contains other existing laws.

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

**Introduced:** 02/21/2025

**Status:** 03/18/2025 - Set for hearing April 21.

**Calendar:** 04/21/25 S-BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT 10 a.m. and upon adjournment of Session, if necessary - 1021 O Street, Room 2100 ASHBY, ANGELIQUE, Chair

**Location:** 03/12/2025 - Senate Business, Professions and Economic Development

**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.



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

**Introduced:** 02/21/2025

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

**Location:** 03/12/2025 - Senate Housing

**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, in its review of applications, to rank affected qualifying infill projects and catalytic qualifying infill areas based on specified criteria, including the qualifying infill area's or catalytic qualifying infill area's inclusion of, or proximity to, a train station or major transit stop and the proximity of housing to existing or planned parks, employment or retail centers, schools, or social services. This bill would revise these provisions to require the department to rank applications, as described above, based on the qualifying infill area's or catalytic qualifying infill area's inclusion of, or proximity or accessibility to, a transit station or major transit stop or walkability to essential services or businesses. The bill would additionally revise these provisions to require the department's ranking to be based on the proximity of housing to services, rather than social services. This bill contains other related provisions and other existing laws.

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

**Introduced:** 02/21/2025

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

**Location:** 03/12/2025 - Senate Transportation

**Summary:** Would require the Department of Transportation to establish and administer a pilot program to install suicide deterrents on 10 freeway overpasses in the County of San Bernardino. The bill would require the suicide deterrents installed under the pilot program to include, but not be limited to, suicide prevention signage and a physical barrier designed to prevent a person from falling or intentionally jumping from the overpass in manner likely to cause death. The bill would require the department, in administering the pilot program, to prioritize the placement of suicide deterrents on freeway overpasses with the highest rates of documented suicides over the last 20 years.

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

**Introduced:** 02/21/2025

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

**Status:** 03/28/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on L., P.E. & R.

**Calendar:** 04/09/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

**Location:** 03/12/2025 - Senate L., P.E. & R.

**Summary:** Current law requires a 3-part test, commonly known as the "ABC" test, to determine if workers are employees or independent contractors for those purposes. Current law establishes that, for purposes of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission, a person providing labor or services for remuneration is considered an employee rather than an independent contractor unless the hiring entity demonstrates that the person is free from the control and direction of the hiring entity in connection with the performance of the work, the person performs work that is outside the usual course of the hiring entity's business, and the person is customarily engaged in an independently established trade, occupation, or business. This test is commonly known as the "ABC" test, as described above. Current law charges the Labor Commissioner with the enforcement of labor laws, including worker classification. Current law exempts specified occupations and business relationships from the application of Dynamex and the provisions as specified. This bill would provide that mere ownership of a vehicle, including a personal vehicle or a commercial vehicle, used by a person in providing labor or services for remuneration does not make that person an independent contractor.