



Orange County Transportation Authority

Legislative Committee Agenda Thursday, April 16, 2026 at 9:30 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

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

Accessibility

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

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

In-Person Comment

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

LEGISLATIVE COMMITTEE MEETING AGENDA

Written Comment

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

Call to Order

Pledge of Allegiance

Director Jung

Closed Session

There are no Closed Session items scheduled.

Special Calendar

1. Conference Call with State Legislative Advocate Moira Topp

Moira Topp

Overview

An update of legislative items in Sacramento will be provided.

Consent Calendar (Item 2)

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

2. Approval of Minutes

Clerk of the Board

Recommendation(s)

Approve the minutes of the March 19, 2026 Legislative and Communications Committee meeting.

Attachments:

[Minutes](#)

LEGISLATIVE COMMITTEE MEETING AGENDA

Regular Calendar

3. State Legislative Status Report

Clara Brotcke/Kristin Jacinto

Overview

The Orange County Transportation Authority provides regular updates to the Legislative Committee on policy issues directly impacting its overall programs, projects, and operations. Staff recommends support positions on six bills that are related to California Environmental Quality Act streamlining, zero-emission transit implementation, wildfire resilience, transportation funding policy, and transit-oriented development. Staff opposes positions on two bills that would significantly alter state transportation funding priorities and reduce regional flexibility. An overview is also provided on legislation related to California Environmental Quality Act vehicle miles traveled mitigation requirements, for which a support position was taken pursuant to Orange County Transportation Authority's 2025-26 State Legislative Platform.

Recommendation(s)

- A. Adopt a SUPPORT position on AB 1855 (Gonzalez, R-Indio), which would expand California Environmental Quality Act exemptions for passenger rail projects.
- B. Adopt a SUPPORT position on AB 1944 (Lee, D-Milpitas), which would establish a phased extension of axle weight allowances for zero-emission transit buses to support fleet transition requirements.
- C. Adopt a SUPPORT position on AB 2513 (Petrie-Norris, D-Irvine), which would expand eligibility for regional wildfire resilience funds.
- D. Adopt an OPPOSE position on AB 2560 (Schultz, D-Burbank), which would codify the Climate Action Plan for Transportation Infrastructure goals and apply them to major state transportation funding programs.
- E. Adopt a SUPPORT position on AB 2576 (Harabedian, D-Pasadena), which would delay implementation timelines associated with SB 79 (Chapter 512, Statutes of 2025).
- F. Adopt a SUPPORT position on SB 935 (Choi, R-Irvine), which would indefinitely extend design-build authority for local agencies.
- G. Adopt a SUPPORT position on SB 1167 (Blakespear, D-Encinitas), which would clarify the definition of electric bicycles and establish enhanced labeling, disclosure, and safety requirements.
- H. Adopt an OPPOSE position on SB 1423 (Stern, D-Sherman Oaks), which would require a minimum allocation of State Transportation Improvement Program funds to "safe streets" projects and modify the Active Transportation Program.

LEGISLATIVE COMMITTEE MEETING AGENDA

Attachments:

- [Staff Report](#)
- [Attachment A](#)
- [Attachment B](#)
- [Attachment C](#)
- [Attachment D](#)
- [Attachment E](#)
- [Attachment F](#)
- [Attachment G](#)
- [Attachment H](#)
- [Attachment I](#)
- [Attachment J](#)

4. Federal Legislative Status Report

Clara Brotcke/Kristin Jacinto

Overview

The Orange County Transportation Authority regularly updates the Legislative Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This report provides a summary of President Trump's Fiscal Year 2027 Budget Request and its implications for federal transportation funding and policy. It also includes an overview of a congressional letter supporting restoration of local Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement Program project selection authority, and a summary of recent congressional leadership changes affecting federal transportation policy.

Recommendation(s)

Receive and file as an information item.

Attachments:

- [Staff Report](#)
- [Attachment A](#)
- [Attachment B](#)

Discussion Items

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

LEGISLATIVE COMMITTEE MEETING AGENDA

8. **Adjournment**

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

9:30 a.m. on Thursday, May 21, 2026

OCTA Headquarters

Board Room

550 South Main Street

Orange, California



Committee Members Present

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

Staff Present

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

Committee Members Absent

None

Call to Order

The March 19, 2026, Legislative Committee meeting was called to order by Committee Chair Wagner at 9:32 a.m.

Special Calendar

1. Conference Call with State Legislative Advocate Moira Topp

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

No action was taken on this item.

Consent Calendar (Item 2)

2. Approval of Minutes

A motion was made by Committee Vice Chair Foley, seconded by Director Tettemer, and declared passed by those present to approve the minutes of the February 19, 2025 Legislative and Communications Committee meeting.

Regular Calendar

3. State Legislative Status Report

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

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

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



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

4. Federal Legislative Status Report

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

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

Discussion Items

5. Public Comments

There were no public comments.

6. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported on National Transit Employee Appreciation Day.

7. Committee Members' Reports

There were no Committee Members' Reports.

8. Adjournment

The meeting adjourned at 10:09 a.m.

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

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

OCTA Headquarters

Board Room

550 South Main Street

Orange, California

ATTEST

Sahara Meisenheimer
Clerk of the Board Specialist



April 16, 2026

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

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

Overview

The Orange County Transportation Authority provides regular updates to the Legislative Committee on policy issues directly impacting its overall programs, projects, and operations. Staff recommends support positions on six bills that are related to California Environmental Quality Act streamlining, zero-emission transit implementation, wildfire resilience, transportation funding policy, and transit-oriented development. Staff opposes positions on two bills that would significantly alter state transportation funding priorities and reduce regional flexibility. An overview is also provided on legislation related to California Environmental Quality Act vehicle miles traveled mitigation requirements, for which a support position was taken pursuant to Orange County Transportation Authority's 2025–26 State Legislative Platform.

Recommendations

- A. Adopt a SUPPORT position on AB 1855 (Gonzalez, R-Indio), which would expand California Environmental Quality Act exemptions for passenger rail projects.
- B. Adopt a SUPPORT position on AB 1944 (Lee, D-Milpitas), which would establish a phased extension of axle weight allowances for zero-emission transit buses to support fleet transition requirements.
- C. Adopt a SUPPORT position on AB 2513 (Petrie-Norris, D-Irvine), which would expand eligibility for regional wildfire resilience funds.
- D. Adopt an OPPOSE position on AB 2560 (Schultz, D-Burbank), which would codify the Climate Action Plan for Transportation Infrastructure goals and apply them to major state transportation funding programs.

- E. Adopt a SUPPORT position on AB 2576 (Harabedian, D-Pasadena), which would delay implementation timelines associated with SB 79 (Chapter 512, Statutes of 2025).
- F. Adopt a SUPPORT position on SB 935 (Choi, R-Irvine), which would indefinitely extend design-build authority for local agencies.
- G. Adopt a SUPPORT position on SB 1167 (Blakespear, D-Encinitas), which would clarify the definition of electric bicycles and establish enhanced labeling, disclosure, and safety requirements.
- H. Adopt an OPPOSE position on SB 1423 (Stern, D-Sherman Oaks), which would require a minimum allocation of State Transportation Improvement Program funds to “safe streets” projects and modify the Active Transportation Program.

Discussion

AB 1855 (Gonzalez, R-Indio): California Environmental Quality Act (CEQA): exemption: passenger rail service

AB 1855, sponsored by the Riverside County Transportation Commission, would expand an existing statutory exemption under CEQA for certain passenger rail projects. Existing law, until January 1, 2040, exempts qualifying passenger rail projects from CEQA review, including the construction, maintenance, or rehabilitation of stations, terminals, and operations facilities, provided they use zero-emission or Tier 4 rolling stock and are located entirely within an existing rail or highway right-of-way.

AB 1855 would broaden eligibility by removing the rolling stock requirement and modifying the right-of-way requirement to apply only to the mainline rail component of a project. The bill would also expand the exemption to include projects that introduce new daily passenger rail service between termini more than five miles apart where none exists as of January 1, 2027, and operate parallel to a state or interstate highway corridor.

For the Orange County Transportation Authority (OCTA), this expanded exemption may support more efficient delivery of rail projects within established transportation corridors by allowing a broader range of projects to qualify for CEQA exemption. Current criteria can limit eligibility where projects involve mixed rolling stock, evolving propulsion technologies, or elements located outside strict right-of-way boundaries. By expanding eligibility, the bill may help reduce environmental review timelines and administrative complexity, supporting delivery of projects that improve service reliability, enhance safety, and maintain long-term corridor resiliency.

A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principle to "Support streamlined environmental review and permitting processes for transportation projects and programs to avoid potentially duplicative and unnecessary analysis, while still maintaining traditional environmental protections." A thorough analysis and copy of the text of this legislation is included as Attachment A.

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

AB 1944 would extend and phase down axle weight allowances for zero-emission transit buses procured between January 1, 2027 and December 31, 2031. The bill provides additional flexibility by establishing stepped compliance thresholds through 2031, before reverting to the current 22,000-pound single-axle limit beginning January 1, 2032.

Under existing law, the maximum curb weight on any one axle of a zero-emission or articulated transit bus procured on or after January 1, 2022, is limited to 22,000 pounds. AB 1944 would reintroduce a temporary phase-in period, recognizing that current zero-emission bus technologies, including battery-electric and hydrogen fuel cell vehicles, may exceed this limit due to onboard energy storage systems. Specifically, the bill would allow up to 25,000 pounds per axle for buses procured in 2027, 24,000 pounds in 2028 and 2029, and 23,000 pounds in 2030 and 2031.

For OCTA, this bill is relevant to the implementation of the California Air Resources Board's Innovative Clean Transit regulation, which requires a transition to a fully zero-emission bus fleet by 2040. By extending higher axle weight allowances through a phased approach, the bill may provide additional flexibility to procure zero-emission buses that meet operational needs while manufacturers continue to refine vehicle design. This may help avoid procurement delays, support fleet deployment, and better align regulatory requirements with current technological constraints.

Sponsored by the California Transit Association, with the support of bus manufacturers and several transit agencies, AB 1944 helps address a key technical barrier associated with vehicle weight during the transition to zero-emission transit. A SUPPORT position is consistent with OCTA's 2025–26 State Legislative Platform principle to "Support efforts to mitigate costs associated with the development, testing, purchase, and operation of zero-emission transit buses, including an alternative electricity rate structure, tax incentives, and other forms of financial assistance." A thorough analysis and copy of the text of this legislation is included as Attachment B.

AB 2513 (Petrie-Norris, D-Irvine): Wildfire: Regional Forest and Fire Capacity Program: regional landscape grants

Existing law establishes the Wildfire and Forest Resilience Task Force and requires development and ongoing updates to California's Wildfire and Forest Resilience Action Plan to coordinate statewide wildfire mitigation and forest health efforts. The State also administers the Regional Forest and Fire Capacity Program, which provides block grants to regional entities, including local governments, joint powers authorities, and nonprofit organizations to support planning, coordination, and implementation of wildfire resilience strategies.

AB 2513 would build on this framework by authorizing the Director of the Department of Conservation to directly award regional landscape grants to these entities to implement priority wildfire mitigation and ecosystem management strategies. The bill also requires the development of statewide guidelines to ensure that grant funding aligns with statewide resilience goals.

In addition, the bill expands eligible wildfire prevention activities to include vegetation modification and ignition prevention measures and directs funding for landscape-scale projects that support ecosystem health and regional implementation efforts. For OCTA, wildfire resilience and vegetation management are relevant to transportation infrastructure protection, particularly along rail corridors, highway rights-of-way, and other critical assets located in or near high fire hazard severity zones.

Wildfire resilience is also directly relevant to OCTA-owned open space areas managed through the Preserving Our Legacy Program, which has preserved more than 1,300 acres of open space across Orange County to support habitat conservation and regional ecosystem connectivity. These areas require ongoing vegetation management and habitat restoration to reduce wildfire risk and maintain ecological health.

AB 2513 may improve coordination and expand access to funding for landscape-scale wildfire mitigation efforts. OCTA participates in regional wildfire planning efforts through the County of Orange Area Safety Task Force (COAST), a multi-agency collaborative led in coordination with the Orange County Fire Authority. COAST has requested support from partner agencies for this legislation, and the broader eligibility under AB 2513 may improve the ability of OCTA and its partners to successfully compete for funding to support fuel reduction and ignition prevention efforts.

A SUPPORT position is consistent with OCTA's 2025–26 State Legislative Platform principle to “seek support for adaptation and resiliency efforts related to the environment for critical transportation infrastructure.” A thorough analysis and copy of the text of this legislation is included as Attachment C.

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

AB 2560 would codify the Climate Action Plan for Transportation Infrastructure (CAPTI) goals in state statute and require that, where feasible and within a “fix-it-first” approach, those goals be applied to projects funded through several major state transportation programs, including the Interregional Transportation Improvement Program (ITIP), State Transportation Improvement Program (STIP), Transit and Intercity Rail Capital Program (TIRCP), Trade Corridor Enhancement Program (TCEP), Active Transportation Program (ATP), and Solutions for Congested Corridors Program.

CAPTI is a statewide policy framework, originally established through the Governor’s Executive Order, that guides how state transportation investments are prioritized to advance climate, equity, and public health goals, including reducing vehicle miles traveled (VMT), supporting transit and active transportation, and focusing development in existing communities. AB 2560 would embed these goals into statute and authorize the California State Transportation Agency to update them administratively through a public process that is not subject to the Administrative Procedure Act.

AB 2560 represents a significant shift in how state transportation funding programs established under SB 1 (Chapter 5, Statutes of 2017) are administered. While CAPTI principles are already being incorporated into California Transportation Commission (CTC) guidelines and program evaluation criteria, codifying these goals in statute may reduce flexibility in program implementation and project selection. This is particularly relevant for core SB 1 programs such as the STIP, TCEP, and ITIP, which are intended to balance statewide mobility, goods movement, and regional transportation priorities.

Additionally, AB 2560 expands the emphasis on active transportation and multimodal investments across programs, including those traditionally focused on freight and goods movement. While these investments are important, this shift may alter program priorities and reduce funding availability for projects that support system reliability and economic competitiveness in Orange County. Although the bill includes language requiring application of CAPTI goals only “where feasible,” the extent to which this provides meaningful flexibility is uncertain, as implementation would largely be determined through future CTC guidelines and administrative interpretation.

An OPPOSE position is consistent with OCTA’s 2025-26 State Legislative Platform principle to “Oppose linking, reprioritizing, or aligning local and state transportation funding with policies that could significantly hinder a local agency’s ability to deliver transportation programs and projects.” A thorough analysis and copy of the text are included as Attachment D.

AB 2576 (Harabedian, D-Pasadena): Local planning: housing element: transit-oriented development

AB 2576 is a clean-up and implementation bill related to SB 79 (Chapter 512, Statutes of 2025), which established statewide requirements to facilitate transit-oriented housing development near major transit stops. The bill makes targeted technical and policy refinements to address implementation challenges and provide additional clarity as local jurisdictions and transit agencies prepare for SB 79's rollout.

Under existing law established by SB 79, qualifying housing development projects near major transit stops must be permitted as an allowed use if they meet specified density, affordability, and development standards. However, several provisions of SB 79 are undefined or ambiguous, including key definitions related to transit applicability, development standards, and implementation timelines. These uncertainties create challenges for local governments and transit agencies in determining how and where the law applies, particularly in regions such as Orange County where applicability is tied to evolving transit service conditions.

AB 2576 addresses some of these issues by delaying key implementation timelines by one year, allowing additional time for local jurisdictions to update zoning and planning frameworks, and refining provisions related to transit-oriented development zones. A delay in implementation timelines was included among OCTA Board-recommended amendments for any SB 79 clean-up legislation, and this bill reflects that approach.

For OCTA, this legislation provides an opportunity to improve the workability of SB 79 before it is fully implemented. Transit-oriented development requirements under SB 79 may affect a range of station areas across Orange County, including Metrolink stations and future OC Streetcar stops, with potential implications for local land-use authority and project delivery. By addressing ambiguities and providing additional implementation time, AB 2576 may help reduce uncertainty, improve coordination between agencies, and support a more predictable and feasible approach to transit-oriented development.

A SUPPORT position is consistent with OCTA's 2025–26 State Legislative Platform principle to "Support legislation to amend the implementation of SB 79 (Chapter 512, Statutes of 2025) by updating definitions and making other changes as needed to ensure continued community support for transit projects." A thorough analysis and copy of the text are included as Attachment E.

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

Design-build is a project delivery method that allows a single entity to be responsible for both the design and construction of a public works project. This approach can streamline coordination, reduce project timelines, improve cost

predictability, and allocate risk more effectively. Contracts may be awarded on either a lowest responsible bid or best-value basis, allowing agencies to consider technical expertise, innovation, constructability, and lifecycle factors in addition to price.

Existing law authorizes local agencies, with approval of their governing body, to use the design-build procurement method for public works projects exceeding \$1,000,000; however, this authority is scheduled to sunset on January 1, 2031. SB 935 would repeal the sunset, thereby extending local agency authority to use design-build indefinitely. The bill does not expand or modify existing procurement requirements but preserves the current statutory framework. For OCTA, design-build is particularly valuable for complex and schedule-sensitive capital improvements, including freeway widening projects, express lanes, interchange reconstructions, and transit facility construction. Given the long-range planning horizon associated with Measure M2-funded projects and other multi-year capital grant-funded programs, maintaining uninterrupted authority to use design-build provides predictability for contractors, funding partners, and project stakeholders. Absent SB 935, the current authority would expire on January 1, 2031, creating potential uncertainty for long-term capital planning and procurement strategies. By repealing the sunset, SB 935 ensures continuity in procurement strategy and supports OCTA's ability to deliver voter-approved transportation investments efficiently and cost-effectively. A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principle to "Support new and existing alternative project delivery methods, such as design-build, public-private partnership authority, construction manager/general contractor authority, and progressive design build, through expanding mode and funding eligibility while also allowing the appropriate balance of partnership between the State and local agencies." A thorough analysis and copy of the text of this legislation is included as Attachment F.

SB 1167 (Blakespear, D-Encinitas): Vehicles: electric bicycles

Electric bicycles (e-bikes) are a growing mode of active transportation that operate under a three-class system based on speed and motor assistance. Existing law defines e-bikes and restricts the types of vehicles that may be marketed or sold as e-bikes. However, emerging products such as high-powered electric motorcycles, mopeds, and "e-motos" are increasingly being marketed as e-bikes despite not meeting statutory definitions. SB 1167 would strengthen these provisions by expanding the types of vehicles that are prohibited from being advertised, sold, or labeled as e-bikes to include vehicles capable of speeds over 20 miles per hour on motor power alone, a vehicle without operable pedals, mopeds, and other higher-powered electric devices. The bill also establishes that violations of these provisions constitute misleading advertising under state unfair competition and false advertising laws.

As amended, SB 1167 expands beyond mislabeling to establish a more comprehensive regulatory framework for electric mobility devices. The bill requires permanent labeling for e-bikes, mopeds, and motor-driven cycles, including clear visibility and durability standards, and requires retailers to verify proper classification before installing e-bike labels. It also expands disclosure requirements to apply broadly across advertising platforms, including online and social media. The bill further includes new safety and enforcement provisions, including restrictions on the operation of certain high-speed electric devices on public roadways unless they meet defined vehicle classifications, enhanced certification requirements for electric vehicles used in fire-prone areas, and additional reporting requirements for incidents involving e-bikes and similar devices.

SB 1167 is intended to address increasing safety concerns associated with higher-powered electric devices that are improperly marketed as e-bikes, particularly among youth riders. Many of these devices do not meet statutory definitions and are more appropriately classified as motor vehicles. Some exceed the 750-watt limit and can operate at significantly higher speeds than the 20 to 28 miles per hour thresholds established for e-bikes, creating safety risks when used in environments intended for lower-speed active transportation.

For OCTA, this legislation aligns with ongoing efforts to improve active transportation safety and ensure the safe integration of e-bikes into the transportation system. Misclassification and misleading marketing of higher-speed or higher-powered devices such as e-bikes may create safety risks for riders and other roadway users, particularly in environments such as school campuses, bikeways, and transit access corridors. By clarifying definitions, strengthening labeling and disclosure requirements, and expanding enforcement tools, SB 1167 may support safer operation of e-bikes, improve compliance with traffic laws, and reduce conflicts between users of different mobility devices.

Additionally, enhanced labeling and incident reporting provisions may improve data collection and understanding of safety trends, supporting more targeted policies and investments to promote safe e-bike use across Orange County. A SUPPORT position is consistent with OCTA's 2025–26 State Legislative Platform principles to "Seek funding and support policies that enhance safety requirements related to the utilization of electric bicycles". A thorough analysis and copy of the text of this legislation is included as Attachment G.

SB 1423 (Stern, D-Sherman Oaks): Transportation funding: State Transportation Improvement Program: Active Transportation Program

SB 1423 would make significant changes to state transportation funding and programming by requiring that at least 50 percent of funds programmed in both the ITIP and the Regional Transportation Improvement Program be dedicated to "safe streets" projects, defined primarily as pedestrian, bicycle, and traffic

calming improvements. The bill further prioritizes these investments within transit-oriented development (TOD) zones, as defined in state law.

The bill also renames the ATP as the “Safe Streets Program” and modifies project selection criteria to emphasize safety, greenhouse gas reduction, and benefits to TOD areas and disadvantaged communities. Additionally, SB 1423 establishes a two-step application process.

For OCTA, SB 1423 raises concerns regarding reduced regional flexibility in programming STIP funds. The STIP is a formula-based program that allocates funding to regional agencies over a five-year period, and OCTA has already programmed approximately \$151 million in its 2026 STIP across a balanced set of projects. These include freeway improvements such as Interstate 5 improvements, goods movement, and operational enhancements such as the State Route 57 Truck Climbing Lane, rail infrastructure such as the Pacific Coast Highway Coastal Rail Bridge, and active transportation investments such as segments of the OC Loop.

To meet the requirements of SB 1423, OCTA may need to reprogram funding from these and other previously approved projects, as many may not qualify under the bill’s definition of safe streets projects, even when they include multimodal elements. This could impact projects that address congestion relief, goods movement, and interregional connectivity. Additionally, because ITIP funding is intended for projects of interregional significance, it is unclear whether safe streets projects would meet the statutory purpose of that program.

The bill’s prioritization of investments within TOD zones, through a cross-reference to definitions established under SB 79, may also result in uneven applicability across regions, as SB 79 applies only in certain “urban transit counties.” This creates uncertainty regarding how funding requirements would be implemented and whether regions would be required to concentrate investments near qualifying transit stops, potentially further constraining regional programming and limiting the ability to address broader transportation needs.

An OPPOSE position is consistent with OCTA’s 2025–26 State Legislative Platform principles to “Oppose policies that change existing formula funding structures to redistribute funds in a way that would inhibit a local agency from delivering critical transportation projects and programs.” A thorough analysis and copy of the text of this legislation is included as Attachment H.

AB 2059 (Wilson, D-Suisun City): California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation

AB 2059 would establish a cap on the cost of mitigation measures required to address transportation impacts under the CEQA related to VMT. The bill is intended to provide greater clarity and cost certainty in the application of VMT-based mitigation requirements following the statewide transition from level

of service to VMT as the primary metric for evaluating transportation impacts under SB 743 (Chapter 386, Statutes of 2013).

Since the implementation of SB 743, transportation projects have faced increasing challenges in identifying feasible and proportionate mitigation measures. In many cases, mitigation strategies can be difficult to implement or may result in costs that are disproportionate to the project's overall scope and benefits. AB 2059 seeks to address this issue by establishing a reasonable cost threshold for VMT mitigation and recognizing that excessively high mitigation costs may be considered economically infeasible under CEQA.

For OCTA, this issue is particularly relevant to the delivery of transportation capital projects that improve mobility, safety, and system reliability. OCTA has encountered instances where required VMT mitigation measures significantly increase total project costs, in some cases approaching or exceeding the cost of the underlying transportation improvement. This is especially challenging for projects that inherently provide air quality and greenhouse gas reduction benefits but are still subject to additional mitigation requirements.

By providing a clearer framework for determining when mitigation costs are economically infeasible, AB 2059 may help reduce uncertainty in the project development process, support more consistent CEQA determinations across jurisdictions, and facilitate the timely delivery of critical transportation infrastructure. This is particularly important for projects that address safety needs, reduce congestion, and expand multimodal travel options.

However, as currently drafted, the bill's provisions are limited to projects located in rural counties, which restricts its applicability to more urbanized regions such as Orange County. Expanding the applicability of the mitigation cost cap would help ensure that transportation agencies statewide can benefit from greater cost certainty and flexibility in meeting CEQA requirements.

A SUPPORT IF AMENDED position is consistent with OCTA's 2025–26 State Legislative Platform principles to "Support streamlined environmental review processes for transportation projects and programs to avoid potentially duplicative and unnecessary analysis, while still maintaining traditional environmental protections," and to "Support efforts to ensure local flexibility in meeting the State's greenhouse gas emission reduction goals, including project mitigation requirements." OCTA's support if amended letter for AB 2059 and the text of this bill have been included as Attachment I.

Summary

Support positions are recommended on legislation related to CEQA exemptions, zero-emission transit, wildfire resilience, transit-oriented development, design-build authority, and e-bike safety. Oppose positions are recommended on legislation that would alter state transportation funding priorities and reduce regional flexibility. An overview is also provided on legislation related to CEQA, which a position was taken pursuant to the OCTA 2025–26 State Legislative Platform.

Attachments

- A. AB 1855 (Gonzalez, R-Indio) Bill Analysis with Bill Language
- B. AB 1944 (Lee, D-Milpitas) Bill Analysis with Bill Language
- C. AB 2513 (Petrie-Norris, D-Irvine) Bill Analysis with Bill Language
- D. AB 2560 (Schultz, D-Burbank) Bill Analysis with Bill Language
- E. AB 2576 (Harabedian, D-Pasadena) Bill Analysis with Bill Language
- F. SB 935 (Choi, R-Irvine) Bill Analysis with Bill Language
- G. SB 1167 (Blakespear, D-Encinitas) Bill Analysis with Bill Language
- H. SB 1423 (Stern, D-Sherman Oaks) Bill Analysis with Bill Language
- I. Letter from Jamey M. Federico, Chair, Orange County Transportation Authority, to the Honorable Lori Wilson, California State Assembly, dated April 1, 2026, re: AB 2059 (Wilson) – Support if Amended
- J. Orange County Transportation Authority Legislative Matrix

Prepared by:

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

Approved by:

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

BILL: AB 1855 (Gonzalez, R–Indio)
Introduced February 11, 2026

SUBJECT: AB 1855 would expand an existing statutory exemption under the California Environmental Quality Act for certain passenger rail projects

STATUS: Pending in Assembly Committee on Natural Resources

SUMMARY AS OF MARCH 17, 2026:

AB 1855, sponsored by the Riverside County Transportation Commission (RCTC), would expand an existing statutory exemption under the California Environmental Quality Act (CEQA) for certain passenger rail projects. Existing law, until January 1, 2040, exempts certain projects for the improvement, institution, or expansion of passenger rail service, including the construction, maintenance, or rehabilitation of stations, terminals, and operations facilities, from CEQA review, provided that the projects are used exclusively by zero-emission trains or certified Tier 4 or cleaner rolling stock and are located entirely within an existing rail or highway right-of-way.

AB 1855 would modify these requirements, broadening the scope of eligible projects. Specifically, the bill would revise the right-of-way requirement by requiring only the mainline rail component of a project, rather than the entire project, to be located within an existing right-of-way. Additionally, the bill expands the exemption to include projects that provide new daily passenger rail service between termini more than 5 miles apart where none exists as of January 1, 2027, and operates parallel to a state or interstate highway corridor.

EFFECTS ON ORANGE COUNTY:

AB 1855 may support more efficient delivery of rail projects within the region by expanding the applicability of an existing CEQA exemption for rail projects within established transportation corridors. Current CEQA exemption criteria can limit eligibility where projects involve mixed rolling stock, evolving propulsion technologies, or elements located outside strict right-of-way boundaries.

By removing the rolling stock restriction and modifying the right-of-way requirement, AB 1855 may enable a broader range of rail projects to qualify for CEQA exemption, potentially reducing environmental review timelines and administrative complexity. This may help accelerate delivery of projects that improve service reliability, enhance safety, and support long-term corridor resiliency.

Rail projects typically require extensive coordination among multiple agencies, as well as alignment with state and federal funding cycles. Greater flexibility in CEQA applicability may provide increased certainty in project delivery schedules and reduce risks associated with environmental clearance delays.

For OCTA, this expanded exemption supports ongoing efforts to maintain and improve critical rail infrastructure. Maintaining efficient project delivery timelines is essential to preserving regional mobility, economic activity, and connectivity. RCTC has requested OCTA take a support position on this bill. A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principle to "Support streamlined environmental review and permitting processes for transportation projects and programs to avoid potentially duplicative and unnecessary analysis, while still maintaining traditional environmental protections."

OCTA POSITION:

Staff recommends: SUPPORT

ASSEMBLY BILL

No. 1855

Introduced by Assembly Member Jeff Gonzalez
(Coauthors: Assembly Members Castillo, Jackson, Johnson, and
Wallis)
(Coauthors: Senators Seyarto and Valladares)

February 11, 2026

An act to amend Section 21080.25 of the Public Resources Code, relating to environmental quality.

LEGISLATIVE COUNSEL'S DIGEST

AB 1855, as introduced, Jeff Gonzalez. California Environmental Quality Act: exemption: passenger rail service.

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, 2040, exempts from its requirements certain projects for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission trains or certified Tier 4 or cleaner

rolling stock or locomotives, as provided. CEQA requires, for purposes of this exemption, that the project be located entirely within an existing rail right-of-way or existing highway right-of-way, as provided.

This bill would instead eliminate the condition that the public project be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, thereby expanding the scope of the exemption. The bill would require, for purposes of the exemption, the mainline rail of the project, instead of the whole project, to be located entirely within an existing right-of-way or existing highway right-of-way.

As part of the above-described exemption, CEQA prohibits a public project from being eligible for that exemption if used by certified Tier 4 or cleaner rolling stock or locomotives that are not zero-emission rolling stock or locomotives and the project is located in an air basin designated as a serious, severe, or extreme nonattainment area for particulate matter and ozone.

This bill would instead authorize an otherwise ineligible project, as described above, to be eligible for the exemption if the project would provide daily passenger rail service between termini more than 5 miles apart where none exists as of January 1, 2027, and the rail service would run parallel to a state highway or interstate highway corridor.

Because a lead agency would be required to determine whether a project qualifies for these expanded exemptions, the bill would impose a state-mandated local program.

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

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

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

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

- 1 SECTION 1. Section 21080.25 of the Public Resources Code
- 2 is amended to read:
- 3 21080.25. (a) For purposes of this section, the following
- 4 definitions apply:
- 5 (1) "Affordable housing" means any of the following:

1 (A) Housing that is subject to a recorded covenant, ordinance,
2 or law that restricts rents or sales prices to levels affordable, as
3 defined in Section 50052.5 or 50053 of the Health and Safety
4 Code, to persons and families of moderate, lower, or very low
5 income, as defined in Section 50079.5, 50093, or 50105 of the
6 Health and Safety Code, respectively.

7 (B) Housing that is subject to any form of rent or price control
8 through a public entity's valid exercise of its police power.

9 (C) Housing that had been occupied by tenants within five years
10 from the date of approval of the development agreement by a
11 primary tenant who was low income and did not leave voluntarily.

12 (2) "Bicycle facilities" includes, but is not limited to, bicycle
13 parking, bicycle sharing facilities, and bikeways as defined in
14 Section 890.4 of the Streets and Highways Code.

15 (3) "High-occupancy vehicle" means a vehicle with three or
16 more occupants.

17 (4) "Highway" means a way or place of whatever nature,
18 publicly maintained and open to the use of the public for purposes
19 of vehicular travel. "Highway" includes a street.

20 (5) "Local agency" means a public transit operator, city, county,
21 city and county, special district, joint powers authority, local or
22 regional transportation agency, or congestion management agency.

23 (6) "Part-time transit lanes" means designated highway
24 shoulders that support the operation of transit vehicles during
25 specified times and are not open to nonpublic transit vehicles at
26 any time.

27 (7) "Project labor agreement" has the same meaning as defined
28 in paragraph (1) of subdivision (b) of Section 2500 of the Public
29 Contract Code.

30 (8) "Public transit operator" has the same meaning as "operator"
31 in Section 99210 of the Public Utilities Code, or means a public
32 entity that provides contracted paratransit services.

33 (9) "Skilled and trained workforce" has the same meaning as
34 provided in Chapter 2.9 (commencing with Section 2600) of Part
35 1 of Division 2 of the Public Contract Code.

36 (10) "Transit lanes" means street design elements that delineate
37 space within the roadbed as exclusive to transit use, either full or
38 part time.

39 (11) "Transit prioritization projects" means any of the following
40 transit project types on highways or in the public right-of-way:

1 (A) Signal and sign changes, such as signal coordination, signal
 2 timing modifications, signal modifications, or the installation of
 3 traffic signs or new signals.

4 (B) The installation of wayside technology and onboard
 5 technology.

6 (C) The installation of ramp meters.

7 (D) The conversion to dedicated transit lanes, including transit
 8 queue jump or bypass lanes, shared turning lanes and turn
 9 restrictions, the narrowing of lanes to allow for dedicated transit
 10 lanes or transit reliability improvements, or the widening of existing
 11 transit travel lanes by removing or restricting street parking.

12 (E) Transit stop access and safety improvements, including, but
 13 not limited to, the installation of bus shelters, lighting, transit bulbs,
 14 and the installation of transit boarding landings and islands.

15 (12) "Transportation demand management program" means a
 16 specific program of strategies, incentives, and tools to be
 17 implemented, including, with specified annual status reporting
 18 obligations, to reduce vehicle trips by providing opportunities for
 19 the public to choose sustainable travel options, such as transit,
 20 bicycle riding, or walking. A specific program of strategies,
 21 incentives, and tools includes, but is not limited to, any of the
 22 following:

23 (A) Provision of onsite electric vehicle charging stations in
 24 excess of applicable requirements.

25 (B) Provision of dedicated parking for car share or zero-emission
 26 vehicles, or both types of vehicles, in excess of applicable
 27 requirements.

28 (C) Provision of bicycle parking in excess of applicable
 29 requirements.

30 (b) This division does not apply to any of the following projects:

31 (1) Pedestrian and bicycle facilities that improve safety, access,
 32 or mobility, including new facilities, within the public right-of-way.

33 (2) Projects that improve customer information and wayfinding
 34 for transit riders, bicyclists, or pedestrians within the public
 35 right-of-way.

36 (3) Transit prioritization projects.

37 (4) A project for the designation and conversion of general
 38 purpose lanes to high-occupancy vehicle lanes or bus-only lanes,
 39 or highway shoulders to part-time transit lanes, for use either during
 40 peak congestion hours or all day on highways with existing public

1 transit service or where a public transit agency will be
2 implementing public transit service as identified in a short-range
3 transit plan.

4 (5) (A) A public project for the protection, improvement,
5 institution, or increase of microtransit, paratransit, shuttle, bus,
6 ferry, bus rapid transit, or light rail service, including the protection,
7 maintenance, construction, operation, or rehabilitation of stops,
8 stations, terminals, or existing operations facilities, which will be
9 exclusively used by zero-emission, near-zero-emission, low oxide
10 of nitrogen engine, compressed natural gas fuel, fuel cell, or hybrid
11 powertrain vehicles, rail or cable cars, rolling stock, or vessels.
12 The project shall be located entirely within an existing public
13 right-of-way or existing highway right-of-way, whether or not the
14 right-of-way is in use for rail or public mass transit and is wholly
15 within the boundaries of an urbanized area or urban cluster, as
16 designated by the United States Census Bureau.

17 (B) A public project otherwise identified in subparagraph (A)
18 shall not apply to the exemption pursuant to this paragraph after
19 January 1, 2032, if used primarily by near-zero-emission, low
20 oxide of nitrogen engine, compressed natural gas fuel, or hybrid
21 powertrain vehicles. This subparagraph shall not apply to a public
22 project otherwise identified in subparagraph (A) used by articulated
23 buses.

24 (C) A public project for the construction or rehabilitation of a
25 ferry terminal that a lead agency has submitted a notice of
26 preparation for an environmental impact report pursuant to Section
27 21092 before January 1, 2026, shall not apply to the exemption
28 pursuant to this paragraph.

29 (D) A public project for transit services operated by a
30 transportation network company, as defined in Section 5431 of
31 the Public Utilities Code, shall not apply to the exemption pursuant
32 to this paragraph, unless the services are operated by a microtransit
33 provider contracted by the lead agency that uses a managed fleet
34 of multipassenger vehicles dedicated to that service.

35 (6) (A) A public project for the improvement, institution, or
36 increase of passenger rail service, other than light rail service
37 eligible under paragraph (5), including the maintenance,
38 construction, or rehabilitation of stations, terminals, or existing
39 operations facilities, which will be ~~exclusively~~ used by
40 zero-emission trains or certified Tier 4 or cleaner rolling stock or

1 locomotives, as provided in Section 1033.101 of Title 40 of the
2 Code of Federal Regulations. The *mainline rail for that* project
3 shall be located entirely within an existing rail right-of-way or
4 existing highway right-of-way, whether or not the right-of-way is
5 in use for passenger rail transit.

6 (B) A public project otherwise identified in subparagraph (A)
7 shall not be eligible for the exemption pursuant to this paragraph
8 if used by certified Tier 4 or cleaner rolling stock or locomotives
9 that are not zero-emission rolling stock or locomotives and the
10 project is located in an air basin designated as a serious, severe,
11 or extreme nonattainment area for particulate matter and ozone.
12 *This subparagraph shall not apply to a public project that would*
13 *provide daily passenger rail service between termini more than*
14 *five miles apart where none exists as of January 1, 2027, and the*
15 *rail service would run parallel to a state highway or interstate*
16 *highway corridor.*

17 (7) (A) A public project to construct or maintain infrastructure
18 or facilities to charge, refuel, power, or maintain zero-emission
19 public transit buses, trains, or ferries, provided the project is carried
20 out by a public transit agency and the project is any of the
21 following:

22 (i) Located on property owned, leased, or operated by the local
23 agency.

24 (ii) Located within an existing public right-of-way.

25 (iii) Located on property owned by a public or private utility
26 within an urbanized area.

27 (B) A lead agency applying an exemption pursuant to this
28 paragraph for hydrogen refueling infrastructure or facilities
29 necessary to refuel or maintain zero-emission public transit buses,
30 trains, or ferries shall comply with clauses (i), (iii), and (iv) of
31 subparagraph (D) of, and with subparagraph (E) of, paragraph (1)
32 of subdivision (d).

33 (8) The maintenance, repair, relocation, replacement, or removal
34 of any utility infrastructure associated with a project identified in
35 paragraphs (1) to (7), inclusive.

36 (9) A project that consists exclusively of a combination of any
37 of the components of a project identified in paragraphs (1) to (8),
38 inclusive.

39 (10) (A) A project that combines a project identified in
40 paragraphs (1) to (8), inclusive, and a housing development project

1 that is either subject to a nondiscretionary approval or is exempt
2 from this division.

3 (B) This paragraph does not exempt the housing development
4 project described in subparagraph (A) from any other applicable
5 requirements under any other law.

6 (11) A planning decision carried out by a local agency to reduce
7 or eliminate minimum parking requirements or institute parking
8 maximums, remove or restrict parking, or implement transportation
9 demand management requirements or programs.

10 (c) Except as provided in subdivision (g), a project exempt from
11 this division under this section shall meet all of the following
12 criteria:

13 (1) (A) A local agency is carrying out the project and is the
14 lead agency for the project.

15 (B) The lead agency shall take an action to approve a project
16 as follows:

17 (i) The lead agency's governing board shall take an action at a
18 public meeting.

19 (ii) Notwithstanding clause (i), if a lead agency has an alternative
20 project approval process for a project subject to subdivision (b),
21 it may instead follow that alternative process.

22 (2) The project does not induce single-occupancy vehicle trips,
23 add additional highway lanes, widen highways, or add physical
24 infrastructure or striping to highways except for minor
25 modifications needed for the efficient and safe movement of transit
26 vehicles, bicycles, or high-occupancy vehicles, such as extended
27 merging lanes, shoulder improvements, or improvements to the
28 roadway within the existing right-of-way. The project shall not
29 include the addition of any auxiliary lanes.

30 (3) The construction of the project shall not require the
31 demolition of affordable housing units.

32 (d) (1) A project that is exempt from this division under this
33 section that is, based on the project engineer's cost estimate at the
34 time the local agency takes an action pursuant to subparagraph (B)
35 of paragraph (1) of subdivision (c), anticipated to exceed one
36 hundred million dollars (\$100,000,000) shall also meet all of the
37 following criteria:

38 (A) The project is incorporated in a regional transportation plan,
39 sustainable communities strategy, general plan, or other plan that
40 has undergone a programmatic-level environmental review

1 pursuant to this division within 10 years of the approval of the
2 project.

3 (B) The project's construction impacts are fully mitigated
4 consistent with applicable law.

5 (C) (i) The lead agency shall complete and consider the results
6 of a project business case and a racial equity analysis. The Office
7 of Land Use and Climate Innovation may set guidelines for the
8 project business case and the racial equity analysis or delegate that
9 authority to metropolitan planning organizations.

10 (ii) The racial equity analysis required under this subparagraph
11 shall identify the racial equity impacts of the project, identify who
12 will benefit from and be burdened by the project, and, where
13 significant or disproportionate impacts exist, suggest strategies,
14 designs, or actions to mitigate those impacts.

15 (D) The lead agency shall hold noticed public meetings as
16 follows:

17 (i) Before determining that a project is exempt pursuant to this
18 section, the lead agency shall hold at least three noticed public
19 meetings in the project area to hear and respond to public
20 comments.

21 (ii) At least one of the three public meetings shall review the
22 project business case and the racial equity analysis. The review of
23 these documents does not inhibit or preclude application of this
24 section.

25 (iii) The lead agency shall conduct at least two noticed public
26 meetings annually during project construction for the public to
27 provide comments.

28 (iv) The public meetings held pursuant to clauses (i) to (iii),
29 inclusive, shall be in the form of either a public community
30 planning meeting held in the project area or in the form of a
31 regularly scheduled meeting of the governing body of the lead
32 agency.

33 (E) The lead agency shall give public notice of the meetings in
34 subparagraph (D) to the last known name and address of all the
35 organizations and individuals that have previously requested notice
36 and shall also give the general public notice using at least one of
37 the following procedures:

38 (i) Publication of the notice in a newspaper of general circulation
39 in the area affected by the project. If more than one area will be
40 affected, the notice shall be published in the newspaper of largest

1 circulation from among the newspapers of general circulation in
2 those areas.

3 (ii) Posting of the notice onsite and offsite in the area where the
4 project is located.

5 (iii) Posting of the notice on the lead agency's internet website
6 and social media accounts.

7 (2) In addition to the requirements of paragraph (1), for a project
8 described in that paragraph for which at least 50 percent of the
9 project or project's stops and stations are located in an area that is
10 at risk of residential displacement and that will have a maximum
11 of 15-minute peak headways, the local agency shall complete an
12 analysis of residential displacement and suggest antidisplacement
13 strategies, designs, or actions. For a project subject to this
14 paragraph, the lead agency shall define or identify areas at risk of
15 residential displacement.

16 (3) The amount in paragraph (1) shall be adjusted pursuant to
17 subdivision (j).

18 (e) (1) A project that is exempt from this division under this
19 section that is, based on the project engineer's cost estimate at the
20 time the local agency takes an action pursuant to subparagraph (B)
21 of paragraph (1) of subdivision (c), anticipated to exceed fifty
22 million dollars (\$50,000,000) shall also comply with clauses (i),
23 (iii), and (iv) of subparagraph (D) of, and with subparagraph (E)
24 of, paragraph (1) of subdivision (d).

25 (2) The amount in paragraph (1) shall be adjusted pursuant to
26 subdivision (j).

27 (f) (1) (A) Except as provided in subdivision (g), as part of the
28 lead agency's governing board action pursuant to subparagraph
29 (B) of paragraph (1) of subdivision (c), the lead agency shall certify
30 that the project will be completed by a skilled and trained
31 workforce.

32 (B) Subparagraph (A) does not apply if the lead agency has an
33 existing policy or certification approved by its governing board
34 that requires the use of a skilled and trained workforce to complete
35 the project if the lead agency is a signatory to a project labor
36 agreement that will require the use of a skilled and trained
37 workforce on the project.

38 (2) (A) Except as provided in subparagraph (B), for a project
39 that is exempted under this section, the lead agency shall not enter
40 into a construction contract with any entity unless the entity

1 provides to the lead agency an enforceable commitment that the
2 entity and its subcontractors at every tier will use a skilled and
3 trained workforce to perform all work on the project or a contract
4 that falls within an apprenticeship occupation in the building and
5 construction trades in accordance with Chapter 2.9 (commencing
6 with Section 2600) of Part 1 of Division 2 of the Public Contract
7 Code.

8 (B) Subparagraph (A) does not apply if any of the following
9 requirements are met:

10 (i) The lead agency has entered into a project labor agreement
11 that will bind all contractors and subcontractors performing work
12 on the project to use a skilled and trained workforce and the entity
13 has agreed to be bound by that project labor agreement.

14 (ii) The project or contract is being performed under the
15 extension or renewal of a project labor agreement that was entered
16 into by the lead agency before January 1, 2021.

17 (iii) The entity contracted to perform the project entered into a
18 project labor agreement that will bind the entity and all its
19 subcontractors at every tier performing the project to use a skilled
20 and trained workforce.

21 (g) Subdivisions (c) and (f) do not apply to a project described
22 in paragraph (11) of subdivision (b).

23 (h) If the lead agency determines that a project is not subject to
24 this division pursuant to this section, and the lead agency
25 determines to carry out that project, the lead agency shall file a
26 notice of exemption with the Office of Land Use and Climate
27 Innovation and the county clerk of the county in which the project
28 is located in the manner specified in subdivisions (b) and (c) of
29 Section 21152.

30 (i) (1) The amendments made to paragraph (5) of subdivision
31 (b) by Chapter 987 of the Statutes of 2022 (Senate Bill 922 of the
32 2021–22 Regular Session) may apply to projects for which a lead
33 agency has filed a notice of exemption under this section before
34 January 1, 2023.

35 (2) For projects for which a lead agency has filed a notice of
36 exemption under this section before January 1, 2023,
37 notwithstanding subdivision (d), as it read on December 31, 2022,
38 the lead agency may certify that the project will be completed by
39 a skilled and trained workforce after the granting of the exemption

1 under this section or the lead agency may demonstrate compliance
2 with subparagraph (B) of paragraph (1) of subdivision (f).

3 (j) (1) Beginning January 1, 2026, and every two years
4 thereafter, the Office of Land Use and Climate Innovation shall
5 adjust the amounts reflected in paragraph (1) of subdivision (c)
6 and paragraph (1) of subdivision (e) to reflect changes in the
7 Consumer Price Index, as indicated in the Consumer Price Index
8 for All Urban Consumers, as calculated by the Department of
9 Finance based on the United States Bureau of Labor Statistics data
10 for the most recent odd-numbered year, and publish the updated
11 amounts on its internet website.

12 (2) Notwithstanding the rulemaking provisions of the
13 Administrative Procedure Act (Chapter 3.5 (commencing with
14 Section 11340) of Part 1 of Division 3 of Title 2 of the Government
15 Code), the Office of Land Use and Climate Innovation may
16 implement, interpret, or make specific this subdivision without
17 taking any regulatory action.

18 (k) This section shall remain in effect only until January 1, 2040,
19 and as of that date is repealed.

20 SEC. 2. No reimbursement is required by this act pursuant to
21 Section 6 of Article XIII B of the California Constitution because
22 a local agency or school district has the authority to levy service
23 charges, fees, or assessments sufficient to pay for the program or
24 level of service mandated by this act, within the meaning of Section
25 17556 of the Government Code.

O

BILL: AB 1944 (Lee, D-Milpitas)
Introduced February 13, 2026

SUBJECT: AB 1944 would establish a phased extension of axle weight allowances for zero-emission transit buses to support fleet transition requirements

STATUS: Pending on Assembly Floor
Passed the Assembly Transportation Committee 15-1

SUMMARY AS OF MARCH 31, 2026:

AB 1944 proposes to extend and gradually phase down allowable single-axle curb weight limits for zero-emission transit buses procured between January 1, 2027, and December 31, 2031. The bill is intended to provide transit agencies and manufacturers with additional flexibility as zero-emission bus technologies continue to evolve.

Existing law limits the maximum gross weight on any one axle of a zero-emission or articulated bus to 22,000 pounds. The Legislature previously authorized temporary, higher weight allowances for zero-emission and articulated transit buses procured between 2016 and 2021, with limits phased down over that period. These temporary allowances expired on January 1, 2022, at which point the allowable axle weight reverted to the current standard of 22,000 pounds per axle.

AB 1944 would effectively reintroduce a new temporary phase-in period for heavier zero-emission buses beginning in 2027, recognizing that current vehicle technologies may still exceed the standard axle weight limit in order for manufacturers to facilitate transit agency range requirements. Specifically, the bill would allow:

- Up to 25,000 pounds per axle for buses procured in 2027
- Up to 24,000 pounds for buses procured in 2028 and 2029
- Up to 23,000 pounds for buses procured in 2030 and 2031

Beginning January 1, 2032, the allowable axle weight would return to 22,000 pounds. The bill maintains existing federal weight compliance requirements and does not authorize operation of transit buses in excess of applicable interstate highway standards.

EFFECTS ON ORANGE COUNTY:

The Orange County Transportation Authority (OCTA) is required to comply with the California Air Resources Board's Innovative Clean Transit regulation, which requires transit agencies to transition to 100 percent zero-emission buses by 2040.

Zero-emission transit buses, including battery-electric and hydrogen fuel cell vehicles, are generally heavier than conventional diesel buses due to onboard batteries, hydrogen storage systems, and associated equipment. These weight increases can affect axle load

distribution, particularly as agencies seek to extend vehicle range or incorporate additional onboard systems. Axle weight limits therefore play a critical role in vehicle design, procurement feasibility, and operational deployment.

By extending higher axle weight allowances through a phased approach, AB 1944 provides transit agencies, including OCTA, with additional flexibility to procure zero-emission buses that meet operational needs while manufacturers continue to improve vehicle design and reduce weight. This flexibility may help avoid procurement delays, reduce the need for design compromises, and support more efficient fleet deployment during a key transition period.

For OCTA, the bill could support ongoing and future procurements of zero-emission buses by aligning regulatory requirements with current technological constraints. This is particularly important as the agency balances range requirements, passenger capacity, and infrastructure considerations such as charging or fueling systems. The phased reduction approach also provides a clear long-term signal to manufacturers and agencies that weight limits will tighten over time, encouraging continued innovation while avoiding near-term operational disruptions. Additionally, maintaining alignment with federal highway weight limits ensures that OCTA operations remain compliant on interstate facilities, minimizing potential impacts to regional mobility and service reliability.

Overall, AB 1944 helps facilitate a smoother transition to zero-emission transit by addressing a key technical barrier associated with vehicle weight, while preserving long-term policy goals related to infrastructure protection and vehicle standardization. A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principle to "Support efforts to mitigate costs associated with the development, testing, purchase, and operation of zero-emission transit buses, including an alternative electricity rate structure, tax incentives, and other forms of financial assistance."

OCTA POSITION:

Staff recommends: SUPPORT

ASSEMBLY BILL

No. 1944

Introduced by Assembly Member Lee

February 13, 2026

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

LEGISLATIVE COUNSEL'S DIGEST

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

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

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

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

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

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

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

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

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

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

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

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

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

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

31 ~~(e)~~

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

36 ~~(f)~~

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

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

11 ~~(g)~~

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

16 ~~(h)~~

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

21 ~~(i)~~

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

BILL: AB 2513 (Petrie-Norris, D–Irvine)
Introduced February 20, 2026

SUBJECT: AB 2513 enhances wildfire resilience by authorizing direct regional grants to implement landscape-scale fire prevention and mitigation strategies

STATUS: Pending in Assembly Committees on Natural Resources and Water, Parks, and Wildlife

SUMMARY AS OF MARCH 26, 2026:

AB 2513 seeks to strengthen implementation of California’s Wildfire and Forest Resilience Action Plan by expanding funding tools and eligible activities under existing wildfire resilience programs.

Existing law requires the Wildfire and Forest Resilience Task Force to coordinate statewide efforts and update the State’s wildfire resilience strategy on a recurring basis. The State also administers the Regional Forest and Fire Capacity Program, which provides block grants to regional entities, including local governments, joint powers authorities, resource conservation districts, and nonprofit organizations, to develop governance structures, identify wildfire risks, and prioritize and implement regional strategies.

AB 2513 would authorize the Director of the Department of Conservation to directly award regional landscape grants to regional entities to implement priority strategies identified through the program. These strategies generally include fuel reduction, vegetation management, ecosystem restoration, and other landscape-scale wildfire mitigation efforts coordinated across jurisdictions. The bill also requires the development of statewide guidelines, in coordination with the Task Force, to guide distribution of these funds and ensure alignment with statewide resilience goals.

In addition, the bill expands eligible wildfire prevention activities to include vegetation modification and ignition prevention measures and directs funding for landscape-scale projects to support ecosystem health improvements and regional implementation efforts.

EFFECTS ON ORANGE COUNTY:

AB 2513 has the potential to enhance wildfire resilience planning and implementation in Orange County by strengthening regional coordination and expanding access to funding for landscape-scale wildfire mitigation projects. Wildfire risks in and around transportation corridors, including rail lines and highway rights-of-way, can impact system reliability, safety, and long-term infrastructure integrity. Vegetation management, ignition prevention, and ecosystem health improvements are important components of reducing wildfire risk in these areas.

For the Orange County Transportation Authority (OCTA), wildfire resilience is directly tied to agency-owned open space areas managed through the Preserving Our Legacy

Program, which was established through Measure M's Environmental Mitigation Program. Through this program, OCTA has acquired and permanently preserved more than 1,300 acres of open space across Orange County, including ecologically sensitive areas in Brea, Laguna Beach, Silverado Canyon, and Trabuco Canyon. These preserves were assembled to support habitat conservation, wildlife connectivity, and ecosystem restoration, including linkages to larger systems such as Chino Hills State Park and the Cleveland National Forest.

The preserves encompass a range of fire-prone habitats, such as chaparral, coastal sage scrub, grasslands, and oak woodlands, and support diverse wildlife, including protected and sensitive species. As a result, these lands require ongoing vegetation management, invasive species removal, and habitat restoration to maintain ecological health and reduce fuel loads that can contribute to wildfire risk.

OCTA currently participates in regional wildfire mitigation efforts through partnerships with the County of Orange Area Safety Task Force (COAST), a multi-agency collaborative led in coordination with the Orange County Fire Authority (OCFA) that includes more than 35 organizations, including fire departments, utilities, transportation agencies, natural resource managers, and community stakeholders. Through this collaboration, OCTA has previously pursued similar grant funding to support wildfire prevention efforts. However, prior funding opportunities have been limited by narrow eligibility criteria. AB 2513's expansion of eligible activities, particularly vegetation modification, ignition prevention, and landscape-scale ecosystem management, may broaden funding applicability and improve the ability of OCTA and its regional partners to successfully compete for these grants. These efforts would likely continue to be implemented in coordination with partners such as OCFA, particularly for projects focused on reducing fire ignition risk and improving fuel management.

AB 2513's expansion of eligible activities aligns closely with the operational needs of OCTA-managed preserves. Increased access to regional grant funding could support more proactive and coordinated wildfire mitigation strategies, including fuel reduction, habitat restoration that enhances fire resilience, and improved integration with adjacent regional open space and forest management efforts.

OCTA's preserves also provide limited, controlled public access through docent-led hikes and equestrian rides. These programs promote environmental education and stewardship while requiring careful management of wildfire risks to ensure public safety. Strengthened regional planning and funding under AB 2513 could help OCTA further balance public access with resource protection by supporting fire-safe trail management, visitor safety measures, and emergency preparedness planning.

By enhancing regional coordination and investing in landscape-scale resilience, AB 2513 would help protect the long-term ecological value of OCTA's preserved lands while reinforcing the original intent of the Preserving Our Legacy program to safeguard natural habitats, support biodiversity, and responsibly manage open space in the context of broader infrastructure and environmental goals. COAST, of which OCTA is a participating

member, is requesting support from partner agencies for this legislation. A SUPPORT position is consistent with OCTA's 2025–26 State Legislative Platform principle to “seek support for adaptation and resiliency efforts related to the environment for critical transportation infrastructure.”

OCTA POSITION:

Staff recommends: SUPPORT

ASSEMBLY BILL

No. 2513

Introduced by Assembly Member Petrie-Norris

February 20, 2026

An act to add Section 1357 to the Fish and Game Code, and to amend Sections 4124, 4124.5, 4208, and 4799.05 of, and to add Sections 4208.2, 4799.05.1, and 4799.05.2 to, the Public Resources Code, relating to wildfire.

LEGISLATIVE COUNSEL'S DIGEST

AB 2513, as introduced, Petrie-Norris. Wildfire: Regional Forest and Fire Capacity Program: local assistance grant program: regional landscape grants.

Existing law requires the Wildfire and Forest Resilience Task Force, including the Natural Resources Agency, the California Environmental Protection Agency, the Office of Planning and Research, and the Department of Forestry and Fire Protection, in coordination with certain public agencies, to develop a comprehensive implementation strategy to track and ensure the achievement of the goals and key actions identified in California's Wildfire and Forest Resilience Action Plan, as provided. Existing law requires the task force, on or before March 1, 2026, and every 5 years thereafter, to update that action plan, as provided.

Existing law establishes, in the Department of Conservation, a Regional Forest and Fire Capacity Program to support regional leadership to build local and regional capacity and develop, prioritize, and implement strategies and projects that create fire adapted communities and landscapes, as provided. Existing law requires the department to, upon appropriation by the Legislature for purposes of

the program, provide block grants to regional entities, as defined, to develop regional strategies that develop governance structures, identify wildfire risks, foster collaboration, and prioritize and implement projects within the region to achieve the goals of the program, as specified. Existing law authorizes the regional entities, as defined, to implement activities pursuant to this program, directly or by providing subgrants or contracts, and collaborative planning efforts with local entities to accomplish development of regional priority strategies, among other objectives.

This bill would authorize the Director of the Department of Conservation to directly award regional landscape grants to regional entities to implement the above-described regional priority strategies. The bill also requires, on or before July 1, 2027, the director in collaboration with the Wildfire and Forest Resilience Task Force, to establish guidelines for funding these grants to contribute to the achievement of the goals of California's Wildfire and Forest Resilience Action Plan, as specified.

Existing law authorizes the Director of Forestry and Fire Protection to provide grants to, or enter contracts or other cooperative agreements with, specified entities for the implementation and administration of projects and programs to improve forest health and reduce greenhouse gas emissions. Existing law requires moneys appropriated to the Department of Forestry and Fire Protection for landscape-scale projects to be allocated to subsidize the removal of small-diameter material and dead trees, for multiple benefit projects, and for activities on national forest lands, as provided.

This bill would additionally require moneys appropriated to the department for landscape-scale projects to be allocated for projects that improve ecosystem health and for regional landscape grants that the director would be authorized to directly award to regional entities, as defined, to implement the above-described regional priority strategies. The bill would also require, on or before July 1, 2027, the director, in collaboration with the Wildfire and Forest Resilience Task Force, to establish guidelines for funding these regional landscape grants to contribute to the achievement of the goals of California's Wildfire and Forest Resilience Action Plan, as specified.

Existing law requires the Department of Forestry and Fire Protection to establish a local assistance grant program for fire prevention and home hardening education activities in the state and extends eligibility for grants to, among others, local agencies, resource conservation

districts, fire safe councils, the California Conservation Corps, certified community conservation corps, Native American tribes, and qualified nonprofit organizations. Existing law requires eligible activities under the local assistance grant program to include, but not be limited to, vegetation management along roadways and driveways to reduce fire risk, as provided.

This bill would expand eligible activities to include vegetation modification and specify that the vegetation management and modification along roadways and driveways is to reduce the risk of ignition of a fire. The bill would also add ignition prevention, as defined, to the eligible activities.

The Wildlife Conservation Law of 1947 establishes the Wildlife Conservation Board within the Department of Fish and Wildlife to investigate, study, and determine what areas within the state are most essential and suitable for wildlife production and preservation, among other things. Under existing law, the board administers various habitat conservation programs.

This bill would authorize the Wildlife Conservation Board to award regional landscape grants to local entities, as defined, to implement regional priority strategies as described above. The bill would also require, on or before July 1, 2027, the board, in collaboration with the Wildfire and Forest Resilience Task Force, to establish guidelines for funding these regional landscape grants to contribute to the achievement of the goals of California’s Wildfire and Forest Resilience Action Plan, as specified.

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

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

- 1 SECTION 1. Section 1357 is added to the Fish and Game Code,
- 2 to read:
- 3 1357. (a) The board may award regional landscape grants to
- 4 regional entities to implement regional priority strategies developed
- 5 pursuant to Section 4208.1 of the Public Resources Code.
- 6 (b) On or before July 1, 2027, the board, in collaboration with
- 7 the Wildfire and Forest Resilience Task Force, shall establish
- 8 guidelines for funding regional landscape grants pursuant to
- 9 subdivision (a) to contribute to the achievement of the goals of
- 10 California’s Wildfire and Forest Resilience Action Plan issued in

1 January 2021, and any subsequent updates to that plan developed
 2 pursuant to Section 4771 of the Public Resources Code. Chapter
 3 3.5 (commencing with Section 11340) of Part 1 of Division 3 of
 4 Title 2 of the Government Code shall not apply to the development
 5 and adoption of guidelines used for funding these grants.

6 (c) For purposes of this section, “regional entities” has the same
 7 meaning as defined in Section 4208 of the Public Resources Code.

8 SEC. 2. Section 4124 of the Public Resources Code is amended
 9 to read:

10 4124. ~~For the purposes of this article, “fire prevention~~ *For*
 11 *purposes of this article, the following definitions shall apply:*

12 (a) *“Fire prevention activities” means those lawful activities*
 13 *that reduce the risk of wildfire in California, including, but not*
 14 *limited to, mechanical ~~vegetation management, and manual~~
 15 *vegetation management and modification, prescribed grazing,*
 16 *prescribed burns, creation of defensible space, creation of fuel*
 17 *breaks, ignition prevention, replacement of ignition-prone*
 18 *nonnative flashy fuels with heavier and less flammable native*
 19 *vegetation, and retrofitting of structures to increase fire resistance.**

20 (b) *“Ignition prevention” means those lawful activities that*
 21 *reduce the likelihood of wildfire ignitions caused directly or*
 22 *indirectly by human activity or infrastructure, including, but not*
 23 *limited to, replacement or modification of ignition-prone nonnative*
 24 *flashy fuels to less flammable native vegetation, hardening of*
 25 *infrastructure, including primary roadways, utility corridors, and*
 26 *public access points, to prevent fire ignition and spread, use of*
 27 *ignition-resistant materials, and community education or planning*
 28 *programs that reduce human-caused ignitions.*

29 (c) *“Nonnative flashy fuels” means a nonnative or invasive*
 30 *plant species including grasses, mustard, and other annual plants,*
 31 *and pine needles and leaves, that dry or cure rapidly, ignite easily,*
 32 *and spread fire quickly, significantly increasing wildlife risk.*

33 SEC. 3. Section 4124.5 of the Public Resources Code is
 34 amended to read:

35 4124.5. (a) The department shall establish a local assistance
 36 grant program for fire prevention and home hardening education
 37 activities in California. Groups eligible for grants shall include,
 38 but are not limited to, local agencies, resource conservation
 39 districts, fire safe councils, the California Conservation Corps,
 40 certified community conservation corps as defined in Section

1 14507.5, University of California Cooperative Extension, the Board
2 of Commissioners under California Volunteers described in Section
3 8411 of the Government Code, Native American tribes, and
4 qualified nonprofit organizations. The department may establish
5 a cost-share requirement for one or more categories of projects.

6 (b) (1) The local assistance grant program shall establish a
7 robust year-round fire prevention effort in and near fire-threatened
8 communities that focuses on increasing the protection of people,
9 structures, and communities. To the maximum extent practicable,
10 the grants shall be designed to be durable and adaptively managed
11 so that while improving resiliency to wildfire, the projects, when
12 on forest land, retain a mixture of species and sizes of trees to
13 protect habitat values. The department shall prioritize, to the extent
14 feasible, projects that are multiyear efforts.

15 (2) For purposes of this subdivision, “fire-threatened
16 communities” means those communities in high and very high fire
17 hazard severity zones, identified by the State Fire Marshal pursuant
18 to Section 51178 of the Government Code, or Article 9
19 (commencing with Section 4201) of this code, or on the “Fire Risk
20 Reduction Community” list maintained by the board pursuant to
21 Section 4290.1.

22 (c) Eligible activities shall include, but not be limited to, all of
23 the following:

24 (1) Development and implementation of public education and
25 outreach programs. Programs may include technical assistance,
26 new technologies, game elements to enhance and accelerate the
27 education of property owners, workforce recruitment and training,
28 and equipment purchases.

29 ~~(2) Fire prevention activities as defined in Section 4124.~~
30 ~~activities.~~

31 (3) Projects to improve compliance with defensible space
32 requirements as required by Section 4291 through increased
33 inspections, assessments, and assistance for residents with relevant
34 socioeconomic characteristics, as defined in Section 8654.7 of the
35 Government Code.

36 (4) Technical assistance to local agencies to improve fire
37 prevention and reduce fire hazards.

38 (5) Creation of additional “Firewise USA” communities in the
39 state or other community planning or certification programs
40 deemed as appropriate by the department.

1 (6) Projects to improve public safety, including, but not limited
2 to, access to emergency equipment and improvements to public
3 evacuation routes.

4 (7) Vegetation management *and modification* along roadways
5 and driveways to reduce fire *ignition* risk. Where appropriate, the
6 Department of Transportation shall be consulted if state
7 infrastructure will be affected. Those projects shall remain
8 consistent with paragraph (1) of subdivision (b).

9 (8) Public education outreach regarding making homes and
10 communities more wildfire resilient, including training on
11 defensible space and prescribed grazing.

12 (9) Projects to reduce the flammability of structures and
13 communities to prevent their ignition from wind-driven embers.

14 (10) Development of a risk reduction checklist for communities
15 that includes defensible space criteria, structural vulnerability
16 potential, and personal evacuation plans.

17 (11) (A) Projects involving the application of prescribed
18 grazing, which may include the installation of fencing or watering
19 improvements.

20 (B) Watering improvements described in subparagraph (A) shall
21 not include the creation of a well or replacement of well
22 infrastructure.

23 (12) *Ignition prevention activities.*

24 (d) The department may consider the fire risk of an area, the
25 geographic balance of projects, and whether the project is
26 complementary to other fire prevention or forest health activities
27 when awarding local assistance grants.

28 (e) When reviewing applications for the grant program created
29 pursuant to this section, the department shall give priority to any
30 local governmental entity qualified to perform defensible space
31 assessments pursuant to Section 4291.5 in very high and high fire
32 hazard severity zones, as identified by the State Fire Marshal
33 pursuant to Section 51178 of the Government Code or Article 9
34 (commencing with Section 4201) of this chapter or by a local
35 agency pursuant to Section 51179 of the Government Code, for
36 using the common reporting platform created pursuant to
37 subdivision (c) of Section 4291.5 to report that information.

38 (f) (1) The director may authorize advance payments from a
39 grant awarded pursuant to this section. The advance payment shall
40 not exceed 25 percent of the total grant award. The director may

1 authorize a greater amount, not to exceed 50 percent of either the
 2 total grant award or the cost of equipment or supplies, whichever
 3 amount is less, for the purpose of purchasing necessary equipment
 4 or supplies.

5 (2) The grantee shall expend the funds from the advance
 6 payment within six months of receipt, unless the department waives
 7 this requirement.

8 (3) The grantee shall file an accountability report with the
 9 department no later than six months from the date of receiving the
 10 funds and no later than every six months thereafter.

11 (g) Until July 1, 2025, the department may authorize advance
 12 payments on a grant awarded under this section in accordance with
 13 subdivision (d) of Section 11019.1 of the Government Code.

14 (h) The department may expand or amend an existing grant
 15 program to meet the requirements of this section.

16 (i) Funding for the local assistance grant program created
 17 pursuant to this section shall be made upon appropriation by the
 18 Legislature.

19 SEC. 4. Section 4208 of the Public Resources Code is amended
 20 to read:

21 4208. For purposes of this article, the following definitions
 22 apply:

23 (a) "Department" means the Department of Conservation.

24 (b) "*Director*" means the Director of the Department of
 25 Conservation.

26 ~~(b)~~

27 (c) "Eligible coordinating organization" means a local
 28 government, tribal government, resource conservation district,
 29 joint powers authority, or nongovernmental organization with a
 30 history of providing technical assistance and demonstrated capacity
 31 to coordinate regional partners across the state.

32 ~~(e)~~

33 (d) "Program" means the Regional Forest and Fire Capacity
 34 Program.

35 ~~(d)~~

36 (e) "Regional entity" means a state conservancy, local
 37 government, tribal government, resource conservation district,
 38 joint powers authority, or nongovernmental organization with a
 39 history of implementing related projects, demonstrated capacity

1 to work across regional partners, and ability to serve as fiscal
2 administrators for the program.

3 (e)

4 (f) “Statewide implementation” means identifying and
5 supporting regional entities in every part of the state that contains
6 or is adjacent to a very high or high fire hazard severity zone
7 identified by the State Fire Marshal pursuant to Section 51178 of
8 the Government Code or Article 9 (commencing with Section
9 4201).

10 SEC. 5. Section 4208.2 is added to the Public Resources Code,
11 to read:

12 4208.2. (a) The director may directly award regional landscape
13 grants to regional entities to implement regional priority strategies
14 developed pursuant to Section 4208.1.

15 (b) On or before July 1, 2027, the director, in collaboration with
16 the Wildfire and Forest Resilience Task Force, shall establish
17 guidelines for funding regional landscape grants pursuant
18 subdivision (a) to contribute to the achievement of the goals of
19 California’s Wildfire and Forest Resilience Action Plan issued in
20 January 2021, and any subsequent updates to that plan developed
21 pursuant to Section 4771. Chapter 3.5 (commencing with Section
22 11340) of Part 1 of Division 3 of Title 2 of the Government Code
23 does not apply to the development and adoption of guidelines used
24 for funding these grants.

25 SEC. 6. Section 4799.05 of the Public Resources Code is
26 amended to read:

27 4799.05. (a) (1) The director may provide grants to, or enter
28 into contracts or other cooperative agreements with, entities,
29 including, but not limited to, private or nongovernmental entities,
30 Native American tribes, or local, state, and federal public agencies,
31 for the implementation and administration of projects and programs
32 to improve forest *or ecosystem* health and reduce greenhouse gas
33 emissions.

34 (2) (A) The director may authorize advance payments to a
35 nonprofit organization, a local agency, a special district, a private
36 forest landowner, or a Native American tribe from a grant awarded
37 pursuant to this section. No single advance payment shall exceed
38 25 percent of the total grant award.

1 (B) (i) The grantee shall expend the funds from the advance
2 payment within six months of receipt, unless the department waives
3 this requirement.

4 (ii) The grantee shall file an accountability report with the
5 department four months from the date of receiving the funds and
6 every four months thereafter.

7 (C) (i) The department shall provide a report to the Legislature
8 on or before January 1, 2023, on the outcome of the department's
9 use of advance payments.

10 (ii) A report submitted pursuant to this subparagraph shall be
11 submitted in compliance with Section 9795 of the Government
12 Code.

13 (iii) The requirement for submitting a report imposed under
14 clause (i) is inoperative on January 1, 2027, pursuant to Section
15 10231.5 of the Government Code.

16 (b) Any project or program described in this section that is
17 funded with moneys from the Greenhouse Gas Reduction Fund,
18 created pursuant to Section 16428.8 of the Government Code, shall
19 comply with all statutory and program requirements applicable to
20 the use of moneys from the fund.

21 (c) Moneys appropriated to the department for landscape-scale
22 projects shall be allocated as follows:

23 (1) To subsidize the removal of small diameter material,
24 especially surface fuels and ladder fuels, as well as dead trees, in
25 order to help develop markets for beneficial uses of the material,
26 including, but not limited to, animal bedding, biochar,
27 cross-laminated timber, mulch, oriented strand board, pulp, post,
28 shredding, and veneer products.

29 (2) For multiple benefit projects, such as tree thinning, carbon
30 sequestration, forest resilience, and improved ecological outcome
31 projects, including, but not limited to, restoring watershed health
32 and function and supporting biodiversity and wildlife adaptation
33 to climate change. The department shall give grant funding priority
34 to landowners who practice uneven aged forest management with
35 a resilient forest of diverse age, size, and species class within the
36 boundaries of the project and whose activities are conducted
37 pursuant to an approved timber harvest plan, nonindustrial timber
38 harvest plan, or working forest management plan. An application
39 for a grant for a project under this paragraph shall include a
40 description of how the proposed project will increase average stem

1 diameter and provide other site-specific improvement to forest
2 complexity, as demonstrated by the expansion of the variety of
3 tree age classes and species persisting for a period of at least 50
4 years. The department shall also give funding priority to
5 landowners who agree to long-term forest management goals
6 prescribed by the department.

7 (3) For activities on national forest lands to increase tree stand
8 heterogeneity, create forest openings of less than one acre, and
9 increase average tree stand diameter of residual trees. Any grants
10 provided under this paragraph shall be approved by the department,
11 in collaboration with appropriate state agencies, including the State
12 Air Resources Board.

13 (4) *For activities that improve ecosystem health on chaparral,*
14 *shrubland, grassland, and coastal sage scrub lands, including,*
15 *but not limited to, replacement of ignition-prone nonnative flashy*
16 *fuels with heavier and less flammable native vegetation.*

17 (5) *For regional landscape grants that the director may directly*
18 *award to regional entities to implement regional priority strategies*
19 *developed pursuant to Section 4208.1.*

20 (d) (1) Division 13 (commencing with Section 21000) does not
21 apply to prescribed fire, reforestation, habitat restoration, thinning,
22 or fuel reduction projects, or to related activities included in the
23 project description, undertaken, in whole or in part, on federal
24 lands to reduce the risk of high-severity wildfire that have been
25 reviewed under the federal National Environmental Policy Act of
26 1969 (42 U.S.C. Sec. 4321 et seq.) if either of the following is
27 satisfied:

28 (A) The primary role of a state or local agency is providing
29 funding or staffing for those projects.

30 (B) A state or local agency is undertaking those projects pursuant
31 to the federal Good Neighbor Authority (Public Law 113-79) or
32 a stewardship agreement with the federal government entered into
33 pursuant to Public Law 113-79.

34 (2) Division 13 (commencing with Section 21000) does not
35 apply to the issuance of a permit or other project approval by a
36 state or local agency for projects described in paragraph (1).

37 (3) This section does not alter, affect, or in any way diminish
38 the authority of a state or local agency to impose mitigation
39 measures or conditions on projects described in paragraph (1)
40 pursuant to other laws or regulations.

1 (4) (A) If the lead agency, as defined in Section 21067,
2 determines that a project is not subject to Division 13 (commencing
3 with Section 21000) pursuant to this subdivision and it determines
4 to approve or carry out the project, the lead agency shall file a
5 notice of exemption with the Office of Planning and Research and
6 with the county clerk in the county in which the project will be
7 located in the manner specified in subdivisions (b) and (c) of
8 Section 21108 or subdivisions (b) and (c) of Section 21152. The
9 lead agency shall also post the notice of exemption on its internet
10 website together with a description of where the documents
11 analyzing the environmental impacts of the project under the
12 federal National Environmental Policy Act of 1969 are available
13 for public review.

14 (B) If the lead agency is not the department, the lead agency
15 shall also provide the notice of exemption together with the
16 information set forth in subdivision (d) of Section 4137 to the
17 department. The department shall compile the information
18 submitted to it pursuant to this subparagraph and post the
19 information on the department's internet website.

20 (5) On or before February 1, 2027, if the Secretary of the Natural
21 Resources Agency determines that substantial changes have been
22 made since January 1, 2023, to the federal National Environmental
23 Policy Act of 1969 or other federal laws that affect the management
24 of federal forest lands in California, the secretary shall report those
25 changes to the Legislature in accordance with Section 9795 of the
26 Government Code.

27 (6) This subdivision shall become inoperative on January 1,
28 2028.

29 (e) Division 13 (commencing with Section 21000) does not
30 apply to any discretionary approval necessary to carry out or
31 implement projects funded by the Nature-Based Solutions Tribal
32 Program or the tribal cultural burn and tribal wildfire funding
33 authorized by Schedule (2) of Item 3540-101-0001 of Section 2.00
34 of the Budget Act of 2021, as added by Section 46 of Chapter 240
35 of the Statutes of 2021. This subdivision only applies to projects
36 carried out on lands subject to the jurisdictional control or the
37 ownership of a California Native American tribe, as defined in
38 Section 21073.

39 (f) *For purposes of this section, the following definitions shall*
40 *apply:*

1 (1) “Ecosystem” includes forest, chaparral, shrubland,
2 grasslands, and coastal sage ecosystems and natural communities.

3 (2) “Nonnative flashy fuels” means a nonnative or invasive
4 plant species including grasses, mustard, and other annual plants,
5 and pine needles and leaves, that dry or cure rapidly, ignite easily,
6 and spread fire quickly, significantly increasing wildlife risk.

7 (3) “Regional entities” has the same meaning as defined in
8 Section 4208.

9 SEC. 7. Section 4799.05.1 is added to the Public Resources
10 Code, to read:

11 4799.05.1. On or before July 1, 2027, the director, in
12 collaboration with the Wildfire and Forest Resilience Task Force,
13 shall establish guidelines for funding regional landscape grants
14 pursuant to paragraph (5) of subdivision (c) of Section 4799.05 to
15 contribute to the achievement of the goals of California’s Wildfire
16 and Forest Resilience Action Plan issued in January 2021, and any
17 subsequent updates to that plan developed pursuant to Section
18 4771. Chapter 3.5 (commencing with Section 11340) of Part 1 of
19 Division 3 of Title 2 of the Government Code does not apply to
20 the development and adoption of guidelines used for funding these
21 grants.

22 SEC. 8. Section 4799.05.2 is added to the Public Resources
23 Code, to read:

24 4799.05.2. The Forest Health Program administered by the
25 department, is hereby renamed the Ecosystem Health Program.

O

BILL: AB 2560 (Schultz, D–Burbank)
Introduced February 20, 2026

SUBJECT: AB 2560 codifies the Climate Action Plan for Transportation Infrastructure goals and applies them to major state transportation funding programs

STATUS: Pending in Assembly Committee on Transportation

SUMMARY AS OF MARCH 26, 2026:

AB 2560 seeks to codify the Climate Action Plan for Transportation Infrastructure (CAPTI) goals in state statute and require their application, where feasible and within a “fix-it-first” approach, to projects funded through several major state transportation programs. CAPTI is a statewide policy framework, originally established through a Governor’s Executive Order, that guides how state transportation investments are prioritized to advance climate, equity, and public health goals, including reducing vehicle miles traveled, supporting transit and active transportation, and focusing development in existing communities.

Existing law establishes multiple state transportation funding programs, including the Interregional Transportation Improvement Program (ITIP), State Transportation Improvement Program (STIP), Transit and Intercity Rail Capital Program, Trade Corridor Enhancement Program (TCEP), Active Transportation Program, and Solutions for Congested Corridors Program. CAPTI was originally developed through executive action as a policy framework to guide transportation investments toward climate, equity, and public health goals.

AB 2560 would embed CAPTI goals into statute, including objectives to reduce vehicle miles traveled, prioritize transit and active transportation, support infill development, advance zero-emission infrastructure, and reduce environmental impacts on disadvantaged communities. The bill would require that these goals be applied to projects funded through the above programs “where feasible,” within a fix-it-first investment framework. The bill also authorizes the California State Transportation Agency to update CAPTI goals through an administrative process that includes public input but is not subject to the Administrative Procedure Act.

EFFECTS ON ORANGE COUNTY:

AB 2560 is directly relevant to the Orange County Transportation Authority’s (OCTA) programming and delivery of transportation projects funded through SB 1 (Chapter 5, Statutes of 2017) and other state funding sources. While CAPTI principles are already being incorporated into California Transportation Commission (CTC) guidelines and program evaluation criteria, this bill would formalize those goals in statute and expand their application across multiple funding programs.

For OCTA, this raises concerns regarding reduced regional flexibility in project selection and prioritization. Programs such as the STIP, TCEP, and ITIP are designed to balance

statewide and regional transportation needs, including congestion relief, goods movement, and system connectivity. Codifying CAPTI goals may shift program priorities in a manner that limits the ability to advance projects that provide significant mobility and economic benefits but may not fully align with evolving state policy objectives.

This may affect a range of OCTA-led projects. For example, freeway improvement projects such as congestion relief efforts along key corridors may face increased scrutiny if they are perceived to induce vehicle miles traveled, even when they provide critical reliability and operational benefits. Similarly, goods movement investments along major freight corridors, many of which are candidates for TCEP funding, could be deprioritized in favor of projects that more directly align with CAPTI's mode shift or emission reduction goals.

Additionally, AB 2560 expands the emphasis on active transportation and multimodal investments across programs, including those traditionally focused on freight and goods movement, such as TCEP. While these investments are important, this shift may dilute the core purpose of certain programs and reduce funding availability for projects that support efficiency and economic competitiveness in Orange County.

Although the bill includes language requiring application of CAPTI goals only "where feasible," the extent to which this provides meaningful flexibility is uncertain, as implementation would largely be determined through future CTC guidelines and administrative interpretation. This may result in increased centralization of decision-making and reduced local and regional discretion in project delivery.

Overall, AB 2560 would formalize and expand CAPTI policy direction in a manner that may constrain regional transportation planning flexibility, alter established funding program priorities, and impact the delivery of critical transportation infrastructure projects in Orange County and across the state. An OPPOSE position is consistent with OCTA's 2025-26 State Legislative Platform principle to "Oppose linking, reprioritizing, or aligning local and state transportation funding with policies that could significantly hinder a local agency's ability to deliver transportation programs and projects."

OCTA POSITION:

Staff recommends: OPPOSE

ASSEMBLY BILL

No. 2560

Introduced by Assembly Member Schultz

February 20, 2026

An act to amend Section 14526 of, and to add Chapter 3 (commencing with Section 13989.10) to Part 4.5 of Division 3 of Title 2 of, the Government Code, to amend Section 75221 of the Public Resources Code, and to amend Sections 2033 and 2192 of, and to add Sections 2381.5 and 2392.5 to, the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2560, as introduced, Schultz. Climate Action Plan for Transportation Infrastructure: goals.

Existing law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the Transit and Intercity Rail Capital Program, a program within the Road Maintenance and Rehabilitation Program, commonly known as the Local Partnership Program, the Trade Corridor Enhancement Program, the Active Transportation Program, and the Solutions for Congested Corridors Program.

This bill would establish the Climate Action Plan for Transportation Infrastructure (CAPTI) goals, and would authorize the Transportation Agency to update those CAPTI goals, as specified. The bill would require a project under the above-described programs to apply, where feasible, within the fix-it-first approach, the CAPTI goals as established or updated by the agency, as specified.

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

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

1 SECTION 1. Chapter 3 (commencing with Section 13989.10)
2 is added to Part 4.5 of Division 3 of Title 2 of the Government
3 Code, to read:

4
5 CHAPTER 3. CLIMATE ACTION PLAN FOR TRANSPORTATION
6 INFRASTRUCTURE
7

8 13989.10. (a) The Legislature finds and declares both of the
9 following:

10 (1) The Climate Action Plan for Transportation Infrastructure
11 was first adopted by the agency.

12 (2) Within the fix-it-first approach, this chapter codifies the
13 investment framework and the guiding principles of the Climate
14 Action Plan for Transportation Infrastructure, which shall be
15 deployed, where feasible, to meet the goals set forth in subdivision
16 (b).

17 (b) The Climate Action Plan for Transportation Infrastructure
18 goals are all of the following:

19 (1) Build toward an integrated, statewide rail and transit
20 network, centered around the existing California State Rail Plan
21 that leverages the California Integrated Travel Project to provide
22 seamless, affordable, multimodal travel options in all contexts,
23 including suburban and rural settings, to all users.

24 (2) Invest in networks of safe and accessible bicycle and
25 pedestrian infrastructure, particularly by closing gaps on portions
26 of the State Highway System that intersect local active
27 transportation and transit networks or serve as small town or rural
28 main streets, with a focus on investments in low-income and
29 disadvantaged communities throughout the state.

30 (3) Include investments in light-, medium-, and heavy-duty
31 zero-emission vehicle infrastructure as part of larger transportation
32 projects. Support the innovation in and development of the
33 zero-emission vehicle market, and help ensure zero-emission
34 vehicles are accessible to all, particularly to those in more rural or
35 remote communities.

1 (4) Reduce public health and economic harms and maximize
2 community benefits to disproportionately impacted disadvantaged
3 communities and low-income communities, in urbanized and rural
4 regions, and involve these communities early in decisionmaking.

5 (5) Make safety improvements to reduce fatalities and severe
6 injuries of all users towards zero on the roadways, railways, and
7 transit systems by focusing on context-appropriate speeds,
8 prioritizing vulnerable user safety to support mode shift, designing
9 roadways to accommodate for potential human error and injury
10 tolerances, and ultimately implementing a safe systems approach.

11 (6) Assess and integrate assessments of physical climate risk
12 as standard practice for transportation infrastructure projects to
13 enable informed decisionmaking, especially in communities that
14 are most vulnerable to climate-related health and safety risks.

15 (7) Promote projects that do not significantly increase passenger
16 vehicle travel, particularly in congested urbanized settings where
17 other mobility options can be provided and where projects are
18 shown to induce significant auto travel. These projects should
19 generally aim to reduce vehicle miles traveled and not induce
20 significant vehicle miles traveled growth. When addressing
21 congestion, consider alternatives to highway capacity expansion,
22 such as providing multimodal options in the corridor, employing
23 pricing strategies, and using technology to optimize operations.

24 (8) Promote compact infill development while protecting
25 residents and businesses from displacement by funding
26 transportation projects that support housing for low-income
27 residents near job centers, provide walkable communities, and
28 address affordability to reduce the housing-transportation cost
29 burden and auto trips.

30 (9) Develop a zero-emission freight transportation system that
31 avoids and mitigates environmental justice impacts, reduces criteria
32 and toxic air pollutants, improves freight's economic
33 competitiveness and efficiency, and integrates multimodal design
34 and planning into infrastructure development on freight corridors.

35 (10) Protect natural and working lands from conversion to more
36 intensified uses and enhance biodiversity by supporting local and
37 regional conservation planning that focuses development where
38 it already exists and align transportation investments with
39 conservation priorities to reduce transportation's impact on the
40 natural environment.

1 (c) Where feasible, the goals set forth in subdivision (b), and
2 as updated pursuant to subdivision (d), shall apply, within the
3 fix-it-first approach, to all of the following transportation programs:

4 (1) The interregional transportation improvement program
5 described in Section 14526.

6 (2) The Transit and Intercity Rail Capital Program created
7 pursuant to Section 75220 of the Public Resources Code.

8 (3) The program described in Section 2033 of the Streets and
9 Highways Code, which is a program within the Road Maintenance
10 and Rehabilitation Program, commonly known as the Local
11 Partnership Program.

12 (4) The Trade Corridor Enhancement Program established
13 pursuant to Chapter 4.8 (commencing with Section 2192) of
14 Division 3 of the Streets and Highways Code.

15 (5) The Active Transportation Program established pursuant to
16 Chapter 8 (commencing with Section 2380) of Division 3 of the
17 Streets and Highways Code.

18 (6) The Solutions for Congested Corridors Program created
19 pursuant to Chapter 8.5 (commencing with Section 2390) of
20 Division 3 of the Streets and Highways Code.

21 (d) (1) The agency may update the Climate Action Plan for
22 Transportation Infrastructure goals through a process that includes,
23 but is not limited to, both of the following:

24 (A) One public workshop regarding proposed updates before
25 adopting the updates.

26 (B) The posting of the proposed updates on the agency's internet
27 website throughout a 30-day informal public comment period.
28 Concurrent with the posting of that information on the agency's
29 internet website, the agency shall transmit the proposed update to
30 Secretary of the Senate, the Chief Clerk of the Assembly, and the
31 appropriate policy committees of the Legislature.

32 (2) The Administrative Procedure Act (Chapter 3.5
33 (commencing with Section 11340) of Part 1) shall not apply to the
34 agency's updates to the Climate Action Plan for Transportation
35 Infrastructure goals pursuant to this subdivision.

36 SEC. 2. Section 14526 of the Government Code is amended
37 to read:

38 14526. (a) Not later than October 15 of each odd-numbered
39 year, based on the guidelines established pursuant to Section
40 14530.1, and after consulting with the transportation planning

1 agencies, county transportation commissions, and transportation
2 authorities, the department shall submit to the commission the
3 draft five-year interregional transportation improvement program
4 consisting of all of the following:

5 (1) Projects to improve state highways, pursuant to subdivision
6 (b) of Section 164 of the Streets and Highways Code.

7 (2) Projects to improve the intercity passenger rail system.

8 (3) Projects to improve interregional movement of people,
9 vehicles, and goods.

10 (b) (1) Projects included in the interregional transportation
11 improvement program shall be consistent with the state
12 interregional transportation strategic plan prepared pursuant to
13 Section 14524.4.

14 (2) *Where feasible, projects included in the interregional*
15 *transportation improvement program shall apply, within the*
16 *fix-it-first approach, the Climate Action Plan for Transportation*
17 *Infrastructure goals described in Section 13989.10.*

18 (c) Projects ~~may~~ shall not be included in the draft interregional
19 transportation improvement program without a project study report
20 or major investment study.

21 (d) Major projects shall include current costs updated as of
22 November 1 of the year of submittal and escalated to the
23 appropriate year, and shall be consistent with, and provide the
24 information required in, subdivision (b) of Section 14529.

25 (e) Projects included in the draft interregional transportation
26 improvement program shall be consistent with the adopted regional
27 transportation plan.

28 (f) On or before November 15 of each odd-numbered year, the
29 commission shall hold at least one hearing in northern California
30 and one hearing in southern California to attempt to reconcile any
31 objections by any member of the public or other stakeholder to
32 the draft interregional transportation improvement program.

33 (g) The department shall consider the input received at the
34 hearings conducted pursuant to subdivision (f) and shall develop
35 a final interregional transportation improvement program. The
36 final interregional transportation improvement program shall
37 include a summary of the major comments received at the hearings
38 and responses to those comments, and shall be submitted to the
39 commission for approval not later than December 15 of each
40 odd-numbered year.

1 (h) The commission shall, when approving the final interregional
2 transportation improvement program pursuant to subdivision (g),
3 evaluate the extent to which the program is consistent with funding
4 priorities established in Section 167 of the Streets and Highways
5 Code.

6 SEC. 3. Section 75221 of the Public Resources Code is
7 amended to read:

8 75221. (a) Projects eligible for funding under the program
9 include, but are not limited to, all of the following:

10 (1) Rail capital projects, including acquisition of rail cars and
11 locomotives, that expand, enhance, and improve existing rail
12 systems and connectivity to existing and future transit systems,
13 including the high-speed rail system.

14 (2) Intercity, commuter, and urban rail projects that increase
15 service levels, improve reliability, or decrease travel times,
16 including infrastructure access payments to host railroads in lieu
17 of capital investments.

18 (3) Rail, bus, and ferry integration implementation, including
19 integrated ticketing and scheduling systems, shared-use corridors,
20 related planning efforts, and other service integration initiatives.

21 (4) Bus rapid transit and other bus and ferry transit investments
22 to increase ridership and reduce greenhouse gas emissions.

23 (b) In order to be eligible for funding under the program, a
24 project shall demonstrate that it will achieve a reduction in
25 emissions of greenhouse gases. In selecting projects for funding,
26 the Transportation Agency shall consider the extent to which a
27 project reduces emissions of greenhouse gases.

28 (c) The program shall have a programmatic goal of providing
29 at least 25 percent of available funding to projects benefiting
30 disadvantaged communities, consistent with the objectives of
31 Chapter 830 of the Statutes of 2012.

32 (d) In evaluating grant applications for funding, the
33 Transportation Agency shall consider all of the following:

34 (1) The cobenefits of projects that support the implementation
35 of sustainable communities strategies through one or more of the
36 following:

37 (A) Reducing vehicle miles traveled from automobiles and the
38 number of automobile trips through growth in transit ridership.

39 (B) Promoting housing development in the vicinity of rail
40 stations and major transit centers.

- 1 (C) Expanding existing rail and public transit systems.
 2 (D) Enhancing the connectivity, integration, and coordination
 3 of the state's various transit systems, including, but not limited to,
 4 regional and local transit systems and the high-speed rail system.
 5 (E) Implementing clean vehicle technology.
 6 (F) Promoting active transportation.
 7 (G) Improving public health.
 8 (2) The project priorities developed through the collaboration
 9 of two or more rail operators and any memoranda of understanding
 10 between state agencies and local or regional rail operators.
 11 (3) Geographic equity.
 12 (4) Consistency with an adopted sustainable communities
 13 strategy or, if a sustainable strategy is not required for a region by
 14 law, a regional plan that includes policies and programs to reduce
 15 emissions of greenhouse gases.
 16 (5) The extent to which a project has supplemental funding
 17 committed to it from other nonstate sources.
 18 (6) The extent to which the project will increase transit ridership.
 19 (e) Eligible applicants under the program shall be public
 20 agencies, including joint powers agencies, that operate or have
 21 planning responsibility for existing or planned regularly scheduled
 22 intercity or commuter passenger rail service, urban rail transit
 23 service, or bus or ferry transit service.
 24 (f) A recipient of moneys under the program may combine
 25 funding from the program with other state funding, including, but
 26 not limited to, the State Transportation Improvement Program, the
 27 Low Carbon Transit Operations Program, the State Air Resources
 28 Board clean vehicle program, and state transportation bond funds.
 29 (g) *Where feasible, projects included in the program shall apply,*
 30 *within the fix-it-first approach, the Climate Action Plan for*
 31 *Transportation Infrastructure goals described in Section 13989.10*
 32 *of the Government Code.*
 33 SEC. 4. Section 2033 of the Streets and Highways Code is
 34 amended to read:
 35 2033. (a) On or before January 1, 2018, the commission, in
 36 cooperation with the department, transportation planning agencies,
 37 county transportation commissions, and other local agencies, shall
 38 develop guidelines for the allocation of funds pursuant to
 39 subdivision (a) of Section 2032.

1 (b) The guidelines shall be the complete and full statement of
2 the policy, standards, and criteria that the commission intends to
3 use to determine how these funds will be allocated.

4 (c) The commission may amend the adopted guidelines after
5 conducting at least one public hearing.

6 (d) The guidelines may include streamlining of project delivery
7 by authorizing local or regional transportation agencies to seek
8 commission approval of a letter of no prejudice that allows the
9 agency to expend its own funds in advance of an allocation of
10 funds by the commission, and to be reimbursed at a later time for
11 eligible expenditures. A letter of no prejudice shall only be
12 available to local or regional transportation agencies for moneys
13 that have been identified for future allocation to the applicant
14 agency. Moneys designated pursuant to subdivision (a) of Section
15 2032 shall only be reimbursed when there is funding available in
16 an amount sufficient to make the reimbursement.

17 (e) *A project selected to receive an allocation of funds pursuant*
18 *to subdivision (a) of Section 2032 shall apply, where feasible,*
19 *within the fix-it-first approach, the Climate Action Plan for*
20 *Transportation Infrastructure goals described in Section 13989.10*
21 *of the Government Code.*

22 SEC. 5. Section 2192 of the Streets and Highways Code is
23 amended to read:

24 2192. (a) The following revenues shall be allocated for
25 infrastructure projects pursuant to this section:

26 (1) The revenues deposited in the Trade Corridors Enhancement
27 Account pursuant to Section 2192.4, except for those revenues in
28 the account that were appropriated by Senate Bill 132 of the
29 2017–18 Regular Session (Chapter 7 of the Statutes of 2017).

30 (2) An amount of federal funds equal to the amount of revenue
31 apportioned to the state under Section 167 of Title 23 of the United
32 States Code from the national highway freight programs, pursuant
33 to the federal Fixing America’s Surface Transportation Act (“FAST
34 Act,” Public Law 114-94).

35 (b) The funding described in subdivision (a) shall be available
36 upon appropriation for allocation by the California Transportation
37 Commission for infrastructure improvements in this state on
38 federally designated Trade Corridors of National and Regional
39 Significance, on the Primary Freight Network, and along other
40 corridors that have a high volume of freight movement, as

1 determined by the commission and as identified in the state freight
2 plan developed pursuant to Section 13978.8 of the Government
3 Code. Projects eligible for funding shall be included in an adopted
4 regional transportation plan. Projects within the boundaries of a
5 metropolitan planning organization shall be included in an adopted
6 regional transportation plan that includes a sustainable communities
7 strategy determined by the State Air Resources Board to achieve
8 the region's greenhouse gas emissions reduction targets. In
9 developing guidelines for implementing this section, the
10 commission shall (1) apply the guiding principles, to the maximum
11 extent practicable, in the California Sustainable Freight Action
12 Plan released in July 2016 pursuant to Executive Order No.
13 B-32-15, and (2) consult the state freight plan and the applicable
14 port master plan.

15 (c) Eligible projects for these funds include, but are not limited
16 to, all of the following:

17 (1) Highway improvements to more efficiently accommodate
18 the movement of freight, particularly for ingress and egress to and
19 from the state's land ports of entry, rail terminals, and seaports,
20 including navigable inland waterways used to transport freight
21 between seaports, land ports of entry, and airports, and to relieve
22 traffic congestion along major trade or goods movement corridors.

23 (2) Freight rail system improvements to enhance the ability to
24 move goods from seaports, land ports of entry, and airports to
25 warehousing and distribution centers throughout California,
26 including projects that separate rail lines from highway or local
27 road traffic, improve freight rail mobility, and other projects that
28 improve the safety, efficiency, and capacity of the rail freight
29 system.

30 (3) Projects to enhance the capacity and efficiency of ports,
31 except that funds available under this section shall not be allocated
32 to a project that includes the purchase of fully automated cargo
33 handling equipment. For the purposes of this paragraph, "fully
34 automated" means equipment that is remotely operated or remotely
35 monitored, with or without the exercise of human intervention or
36 control. ~~Nothing in this~~ *This paragraph shall does not* prohibit the
37 use of funds available pursuant to this section for a project that
38 includes the purchase of human-operated zero-emission equipment,
39 human-operated near-zero-emission equipment, and infrastructure
40 supporting that human-operated equipment. ~~Furthermore, nothing~~

1 ~~in this~~ *This section shall* ~~does not~~ prohibit the purchase of devices
 2 that support that human-operated equipment, including equipment
 3 to evaluate the ~~utilization~~ *usage* and environmental benefits of that
 4 human-operated equipment.

5 (4) Truck corridor improvements, including dedicated truck
 6 facilities or truck toll facilities, including the mitigation of the
 7 emissions from trucks or these facilities.

8 (5) Border access improvements that enhance goods movement
 9 between California and Mexico and that maximize the state's
 10 ability to access funds made available to the state by federal law.

11 (6) Surface transportation, local road, and connector road
 12 improvements to effectively facilitate the movement of goods,
 13 particularly for ingress and egress to and from the state's land ports
 14 of entry, airports, and seaports, to relieve traffic congestion along
 15 major trade or goods movement corridors.

16 (7) Projects that employ advanced and innovative technology
 17 to improve the flow of freight, such as intelligent transportation
 18 systems, public infrastructure, excluding vehicles, that enables
 19 zero-emission or near-zero emission goods movement, real time
 20 information systems, weigh-in-motion devices, electronic screening
 21 and credentialing systems, traffic signal optimization, work zone
 22 management and information systems, ramp metering, and
 23 electronic cargo and border security technologies.

24 (8) Environmental and community mitigation or efforts to reduce
 25 environmental impacts of freight movement, such as projects that
 26 reduce noise, overnight truck idling, or truck queues, and advanced
 27 traveler information systems such as freight advanced traveler
 28 information systems that optimize operations to reduce empty-load
 29 trips.

30 (d) (1) Projects funded with revenues identified in paragraph
 31 (1) of subdivision (a) shall be consistent with Article XIX of the
 32 California Constitution.

33 (2) *Projects funded with revenues identified in paragraph (1)*
 34 *of subdivision (a) shall apply, where feasible, within the fix-it-first*
 35 *approach, the Climate Action Plan for Transportation*
 36 *Infrastructure goals described in Section 13989.10 of the*
 37 *Government Code.*

38 (e) (1) In adopting the program of projects to be funded with
 39 funds described in subdivision (a), the commission shall evaluate
 40 the total potential economic and noneconomic benefits of the

1 program of projects to California's economy, environment, and
 2 public health. The evaluation shall specifically assess localized
 3 impacts in disadvantaged communities. The commission shall
 4 consult with the agencies identified in Executive Order No.
 5 B-32-15 and metropolitan planning organizations in order to use
 6 the appropriate models, techniques, and methods to develop the
 7 parameters for evaluating the program of projects. The commission
 8 shall allocate the funding from subdivision (a) for trade
 9 infrastructure improvements as follows:

10 (A) Sixty percent of the funds shall be available for projects
 11 nominated by regional transportation agencies and other public
 12 agencies, including counties, cities, and port authorities, in
 13 consultation with the department. The commission shall provide
 14 reasonable geographic targets for funding allocations without
 15 constraining what an agency may propose or what the commission
 16 may approve.

17 (B) Forty percent of the funds shall be available for projects
 18 nominated by the department, in consultation with regional
 19 transportation agencies.

20 (2) In adopting a program of projects pursuant to paragraph (1),
 21 the commission shall prioritize projects jointly nominated and
 22 jointly funded by the state and local agencies. In considering
 23 geographic balance for the overall program, the commission may
 24 adjust the corridor-based targets in subparagraph (A) of paragraph
 25 (1) to account for projects programmed pursuant to subparagraph
 26 (B) of paragraph (1).

27 (f) (1) (A) The commission shall adopt guidelines, including
 28 a transparent process to evaluate projects and to allocate the
 29 funding described in subdivision (a) for trade infrastructure
 30 improvements in a manner that ~~(A) addresses~~ *does all of the*
 31 *following:*

32 (i) *Addresses* the state's most urgent needs, ~~(B) balances~~ *needs.*

33 (ii) *Balances* the demands of various land ports of entry,
 34 seaports, and ~~airports,~~ ~~(C) places~~ *airports.*

35 (iii) *Places* emphasis on projects that improve trade corridor
 36 mobility and safety while reducing emissions of diesel particulates,
 37 greenhouse gases, and other pollutants and reducing other negative
 38 community impacts, especially in disadvantaged ~~communities,~~
 39 ~~(D) makes~~ *communities.*

1 (iv) *Makes* a significant contribution to the state's ~~economy;~~
 2 ~~(E) recognizes~~ *economy*.

3 (v) *Recognizes* the key role of the state in project ~~identification;~~
 4 ~~(F) supports~~ *identification*.

5 (vi) *Supports* integrating statewide goods movement priorities
 6 in a corridor ~~approach, and (G) includes~~ *approach*.

7 (vii) *Includes* disadvantaged communities measures, as
 8 established by the California Environmental Protection Agency
 9 pursuant to Section 39711 of the Health and Safety Code, and
 10 other tools the commission determines, for evaluating benefits or
 11 costs for disadvantaged communities and low-income communities.
 12 **Project**

13 (B) *Project* nominations shall include either a quantitative or
 14 qualitative assessment of the benefits the project is expected to
 15 achieve relative to the evaluation criteria.

16 (2) The guidelines adopted pursuant to paragraph (1) may
 17 include streamlining of project delivery by authorizing regional
 18 transportation agencies and other public agencies to seek
 19 commission approval of a letter of no prejudice that allows the
 20 agency to expend its own funds for a project programmed in a
 21 future year of the adopted program of projects, in advance of
 22 allocation of funds to the project by the commission, and to be
 23 reimbursed at a later time for eligible expenditures. A letter of no
 24 prejudice shall only be available to local or regional transportation
 25 agencies for moneys that have been identified for future allocation
 26 to the applicant agency. Moneys designated for the program shall
 27 only be reimbursed when there is funding available in an amount
 28 sufficient to make the reimbursement.

29 (g) In addition, the commission shall also consider the following
 30 factors when allocating these funds:

31 (1) "Velocity," which means the speed by which large cargo
 32 would travel from the land port of entry or seaport through the
 33 distribution system.

34 (2) "Throughput," which means the volume of cargo that would
 35 move from the land port of entry or seaport through the distribution
 36 system.

37 (3) "Reliability," which means a reasonably consistent and
 38 predictable amount of time for cargo to travel from one point to
 39 another on any given day or at any given time in California.

1 (4) "Congestion reduction," which means the reduction in
2 recurrent daily hours of delay to be achieved.

3 (h) For purposes of this section, the following ~~terms have the~~
4 ~~following meanings:~~ *definitions apply:*

5 (1) "Disadvantaged communities" ~~are~~ *means* those communities
6 identified by the California Environmental Protection Agency
7 pursuant to Section 39711 of the Health and Safety Code.

8 (2) "Low-income communities" ~~are~~ *means* census tracts with
9 median household incomes at or below 80 percent of the statewide
10 median income or with median household incomes at or below the
11 threshold designated as low income by the Department of Housing
12 and Community Development's list of state income limits adopted
13 pursuant to Section 50093 of the Health and Safety Code.

14 ~~(i) It is the intent of the Legislature for the commission to adopt~~
15 ~~an initial program of projects using the state and federal funds~~
16 ~~described in subdivision (a) for eligible projects as soon as~~
17 ~~practicable and no later than May 17, 2018.~~

18 SEC. 6. Section 2381.5 is added to the Streets and Highways
19 Code, to read:

20 2381.5. A project selected to receive an allocation of funds
21 pursuant to this chapter shall apply, where feasible, within the
22 fix-it-first approach, the Climate Action Plan for Transportation
23 Infrastructure goals described in Section 13989.10 of the
24 Government Code.

25 SEC. 7. Section 2392.5 is added to the Streets and Highways
26 Code, to read:

27 2392.5. A project selected to receive an allocation of funds
28 pursuant to this chapter shall apply, where feasible, within the
29 fix-it-first approach, the Climate Action Plan for Transportation
30 Infrastructure goals described in Section 13989.10 of the
31 Government Code.

BILL: AB 2576 (Harabedian, D–Pasadena)
Amended March 19, 2026
Introduced February 20, 2026

SUBJECT: AB 2576 makes technical and implementation updates to state law governing high-density development near transit stations pursuant to SB 79 (Chapter 512, Statutes of 2025)

STATUS: Pending in Assembly Committee on Housing and Community Development
Amended

SUMMARY AS OF MARCH 26, 2026:

AB 2576 is a clean-up and implementation bill related to SB 79 (Chapter 512, Statutes of 2025), which established statewide requirements to facilitate high-density development near major transit stops. The bill makes targeted technical and policy refinements to support more effective implementation of those provisions.

Existing law requires that qualifying housing development projects located near major transit stops be permitted as an allowed use if they meet specified density, affordability, and development standards. AB 2576 would delay key implementation timelines by one year, including deadlines for local governments to adopt compliant zoning or alternative plans and the timing of enforcement provisions. The bill also increases the population threshold for certain requirements from 35,000 to 40,000, modifying applicability for some jurisdictions.

The bill also refines provisions related to transit-oriented development zones, including clarifying the definition of historic resources and removing the cap on the amount of land that may be excluded from development standards due to historic designation. AB 2576 further refines environmental review standards.

EFFECTS ON ORANGE COUNTY:

AB 2576 is directly relevant to the Orange County Transportation Authority’s (OCTA) implementation of SB 79, which established statewide requirements to facilitate transit-oriented housing development near major transit stops. SB 79 includes a number of provisions that are undefined, ambiguous, or internally inconsistent, making it difficult to determine how the law will be applied across jurisdictions and transit systems.

In Orange County, these uncertainties are particularly significant given the role of Metrolink service and the future OC Streetcar in determining whether the county qualifies as an “urban transit county,” which would trigger the law’s applicability. Once applicable, SB 79 could affect a wide range of station areas, including Metrolink stations and OC Streetcar stops, with implications for local land use authority, development standards, and project approvals.

AB 2576 helps address these implementation challenges by providing additional time refinements to definitions, mapping and implementation, including for local jurisdictions to update zoning and planning frameworks. A delay to implementation timelines was also included among amendments recommended by the OCTA Board of Directors for any SB 79 clean-up legislation, and this bill reflects that approach. These refinements may help reduce uncertainty for local governments, transit agencies, and project sponsors as the state develops further guidance through the Department of Housing and Community Development and regional planning agencies.

Overall, AB 2576 represents a pragmatic clean-up measure that improves the workability of SB 79 by addressing ambiguities, refining implementation timelines, and supporting better coordination between state, regional, and local entities. These changes may help ensure that transit-oriented development policies are implemented in a more predictable and feasible manner in Orange County. A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principle to "Support legislation to amend the implementation of SB 79 (Chapter 512, Statutes of 2025) by updating definitions and making other changes as needed to ensure continued community support for transit projects."

OCTA POSITION:

Staff recommends: SUPPORT

AMENDED IN ASSEMBLY MARCH 19, 2026

CALIFORNIA LEGISLATURE—2025–26 REGULAR SESSION

ASSEMBLY BILL

No. 2576

Introduced by Assembly Member Harabedian

February 20, 2026

An act to amend ~~Section 65580~~ Sections 65912.156, 65912.157, 65912.158, 65912.160, and 65912.161 of the Government Code, relating to land use.

LEGISLATIVE COUNSEL'S DIGEST

AB 2576, as amended, Harabedian. ~~Local planning; housing element.~~
Transit-oriented development.

Existing law provides that a housing development project shall be an allowed use as a transit-oriented housing development if specified conditions and requirements are met, including certain requirements pertaining to cities with a population of at least 35,000. Existing law defines various terms for these purposes. Existing law provides that these provisions do not apply to a local agency until January 1, 2026, unless the local agency adopts an ordinance or local transit-oriented development alternative plan, as defined, deemed compliant by the Department of Housing and Community Development before July 1, 2027. Existing law specifies that, beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements referenced above that is located in a high-resource area is presumed to be in violation of specified law and immediately liable for specified penalties.

This bill would delay each of those dates, and certain related dates, by one year. The bill would also increase the population threshold for

certain requirements to apply to cities, as described above, from 35,000 to 40,000.

Existing law specifies exclusions from the provisions described above, including that a site is covered by a local transit-oriented development alternative plan adopted by a local government, and a site with a historic resource designated as of January 1, 2025, on a local register. Existing law places specified limitations on the reduction of maximum allowed density for certain individual sites, except for sites that meet certain criteria, including a site with a historic resource designated on a local register, as specified. Under existing law, sites with historic resources excluded under this latter provision may not cumulatively exceed 10% of the eligible area of any transit-oriented development zone.

This bill would define “historic resource” for these purposes to mean a historic resource listed on a local, state, or national historic register. The bill would remove the above-described limitation on the exclusion of sites with a historic resource to 10% of the eligible area of a transit-oriented development zone.

~~Existing law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. That law includes findings and declarations relating to the vital importance of the availability of housing.~~

~~This bill would make nonsubstantive changes to those provisions.~~

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

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

- 1 SECTION 1. Section 65912.156 of the Government Code is
- 2 amended to read:
- 3 65912.156. For purposes of this chapter, the following
- 4 definitions apply:
- 5 (a) “Adjacent” means within 200 feet of any pedestrian access
- 6 point to a transit-oriented development stop.
- 7 (b) “Commuter rail” means a public rail transit service not
- 8 meeting the standards for heavy rail or light rail, excluding
- 9 California High-Speed Rail and Amtrak Long Distance Service.
- 10 (c) “Department” means the Department of Housing and
- 11 Community Development.

1 (d) “Heavy rail transit” means a public electric railway line with
 2 the capacity for a heavy volume of traffic using high-speed and
 3 rapid acceleration passenger rail cars operating singly or in multicar
 4 trains on fixed rails, separate rights-of-way from which all other
 5 vehicular and foot traffic are excluded, and high platform loading.
 6 “Heavy rail transit” does not include California High-Speed Rail.

7 (e) “High-frequency commuter rail” means a commuter rail
 8 service operating a total of at least 48 trains per day across both
 9 directions, not including temporary service changes of less than
 10 one month or unplanned disruptions, and not meeting the standard
 11 for very high frequency commuter rail, at any point in the past
 12 three years.

13 (f) “High-resource area” means an area designated as highest
 14 resource or high resource on the most recently adopted version of
 15 the opportunity area maps published by the California Tax Credit
 16 Allocation Committee and the department.

17 (g) *“Historic resource” means a historic resource listed on a*
 18 *local, state, or national historic register and includes, but is not*
 19 *limited to, a historic district and local landmark district.*

20 ~~(g)~~

21 (h) “Housing development project” has the same meaning as
 22 defined in Section 65589.5, but does not include a project of which
 23 any portion is designated for use as a hotel, motel, bed and
 24 breakfast inn, or other transient lodging. For the purposes of this
 25 subdivision, the term “other transient lodging” does not include
 26 either of the following:

27 (1) A residential hotel, as defined in Section 50519 of the Health
 28 and Safety Code.

29 (2) After the issuance of a certificate of occupancy, a resident’s
 30 use or marketing of a unit as short-term lodging, as defined in
 31 Section 17568.8 of the Business and Professions Code, in a manner
 32 consistent with local law.

33 ~~(h)~~

34 (i) “Light rail transit” includes streetcar, trolley, and tramway
 35 service. “Light rail transit” does not include airport people movers.

36 ~~(i)~~

37 (j) “Net habitable square footage” means the finished and heated
 38 floor area fully enclosed by the inside surface of walls, windows,
 39 doors, and partitions, and having a headroom of at least six and
 40 one-half feet, including working, living, eating, cooking, sleeping,

1 stair, hall, service, and storage areas, but excluding garages,
 2 carports, parking spaces, cellars, half-stories, and unfinished attics
 3 and basements.

4 ~~(j)~~

5 (k) “Low-resource area” means an area designated as low
 6 resource on the most recently adopted version of the opportunity
 7 area maps published by the California Tax Credit Allocation
 8 Committee and the department.

9 ~~(k)~~

10 (l) “Rail transit” has the same meaning as defined in Section
 11 99602 of the Public Utilities Code.

12 ~~(l)~~

13 (m) “Residential floor area ratio” means the ratio of net habitable
 14 square footage dedicated to residential use to the area of the lot.

15 ~~(m)~~

16 (n) “Transit-oriented development zone” means the area within
 17 one-half mile of a transit-oriented development stop.

18 ~~(n)~~

19 (o) “Tier 1 transit-oriented development stop” means a
 20 transit-oriented development stop within an urban transit county
 21 served by heavy rail transit or very high frequency commuter rail.

22 ~~(o)~~

23 (p) “Tier 2 transit-oriented development stop” means a
 24 transit-oriented development stop within an urban transit county,
 25 excluding a Tier 1 transit-oriented development stop, served by
 26 light rail transit, by high-frequency commuter rail, or by bus service
 27 meeting the standards of paragraph (1) of subdivision (a) of Section
 28 21060.2 of the Public Resources Code.

29 ~~(p)~~

30 (q) “Transit-oriented development stop” means a major transit
 31 stop, as defined by Section 21064.3 of the Public Resources Code,
 32 and also including stops on a route for which a preferred alternative
 33 has been selected or which are identified in a regional
 34 transportation improvement program, that is served by heavy rail
 35 transit, very high frequency commuter rail, high frequency
 36 commuter rail, light rail transit, or bus service within an urban
 37 transit county meeting the standards of paragraph (1) of subdivision
 38 (a) of Section 21060.2 of the Public Resources Code. When a new
 39 transit route or extension is planned that was not identified in the
 40 applicable regional transportation plan on or before January 1,

1 2026, those stops shall not be eligible as transit-oriented
 2 development stops unless they would be eligible as Tier 1
 3 transit-oriented development stops. If a county becomes an urban
 4 transit county subsequent to July 1, 2026, then bus service in that
 5 county shall remain ineligible for designation of a transit-oriented
 6 development stop.

7 ~~(q)~~

8 (r) "Urban transit county" means a county with more than 15
 9 passenger rail stations.

10 ~~(r)~~

11 (s) "Very high frequency commuter rail" means a commuter
 12 rail service with a total of at least 72 trains per day across both
 13 directions, not including temporary service changes of less than
 14 one month or unplanned disruptions, at any point in the past three
 15 years.

16 *SEC. 2. Section 65912.157 of the Government Code is amended*
 17 *to read:*

18 65912.157. (a) A housing development project shall be an
 19 allowed use as a transit-oriented housing development on any site
 20 zoned for residential, mixed, or commercial development within
 21 one-half or one-quarter mile of a transit-oriented development
 22 stop, if the development complies with the applicable of all of the
 23 following requirements:

24 (1) A transit-oriented housing development project allowed
 25 under this chapter shall include at least five dwelling units and
 26 meet the greater of the following:

27 (A) A minimum density of at least 30 dwelling units per acre.

28 (B) The minimum density required under local zoning, if
 29 applicable.

30 (2) The average total area of floor space for the proposed units
 31 in the transit-oriented housing development project shall not exceed
 32 1,750 net habitable square feet.

33 (3) For a transit-oriented housing development project within
 34 one-quarter mile of a Tier 1 transit-oriented development stop, all
 35 of the following apply:

36 (A) A local government shall not impose any height limit less
 37 than 75 feet.

38 (B) A local government shall not impose any maximum density
 39 of less than 120 dwelling units per acre.

1 (C) A local government shall not enforce any other local
2 development standard or combination of standards that would
3 physically preclude achieving a residential floor area ratio of up
4 to 3.5.

5 (D) A development that achieves a minimum density of 90
6 dwelling units per acre and that otherwise meets the eligibility
7 requirements of Section 65915, including, but not limited to,
8 affordability requirements, shall be eligible for additional
9 concessions pursuant to Section 65915, as specified in subdivision
10 (d).

11 (4) For a transit-oriented housing development project further
12 than one-quarter mile but within one-half mile of a Tier 1
13 transit-oriented development stop, and within a city with a
14 population of at least ~~35,000~~, 40,000, all of the following apply:

15 (A) A local government shall not impose any height limit less
16 than 65 feet.

17 (B) A local government shall not impose any maximum density
18 standard of less than 100 dwelling units per acre.

19 (C) A local government shall not enforce any other local
20 development standard or combination of standards that would
21 physically preclude achieving a residential floor area ratio of up
22 to 3.

23 (D) A development that achieves a minimum density of 75
24 dwelling units per acre and that otherwise meets the eligibility
25 requirements of Section 65915, including, but not limited to,
26 affordability requirements, shall be eligible for additional
27 concessions pursuant to Section 65915, as specified in subdivision
28 (d).

29 (5) For a transit-oriented housing development project within
30 one-quarter mile of a Tier 2 transit-oriented development stop, all
31 of the following apply:

32 (A) A local government shall not impose any height limit less
33 than 65 feet.

34 (B) A local government shall not impose any maximum density
35 standard of less than 100 dwelling units per acre.

36 (C) A local government shall not enforce any other local
37 development standard or combination of standards that would
38 physically preclude achieving a residential floor area ratio of up
39 to 3.

1 (D) A development that achieves a minimum density of 75
2 dwelling units per acre and that otherwise meets the eligibility
3 requirements of Section 65915, including, but not limited to,
4 affordability requirements, shall be eligible for additional
5 concessions pursuant to Section 65915, as specified in subdivision
6 (d).

7 (6) For a transit-oriented housing development project further
8 than one-quarter mile but within one-half mile of a Tier 2
9 transit-oriented development stop, and within a city with a
10 population of at least ~~35,000~~, 40,000, all of the following apply:

11 (A) A local government shall not impose any height limit less
12 than 55 feet.

13 (B) A local government shall not impose any maximum density
14 standard of less than 80 dwelling units per acre.

15 (C) A local government shall not enforce any other local
16 development standard or combination of standards that would
17 physically preclude achieving a residential floor area ratio of up
18 to 2.5.

19 (D) A development that achieves a minimum density of 60
20 dwelling units per acre and that otherwise meets the eligibility
21 requirements of Section 65915, including, but not limited to,
22 affordability requirements, shall be eligible for additional
23 concession pursuant to Section 65915, as specified in subdivision
24 (d).

25 (b) For purposes of this chapter, the distance of a transit-oriented
26 housing development project from a transit-oriented development
27 stop shall be measured in a straight line from the nearest edge of
28 the parcel containing the proposed project to a pedestrian access
29 point for the transit-oriented development stop.

30 (c) A local government may still enact and enforce standards,
31 including an inclusionary zoning requirement that do not, alone
32 or in concert, prevent achieving the applicable development
33 standards of subdivision (a). A local government shall not adopt
34 any requirement, including, but not limited to, increased fees or
35 inclusionary zoning requirements, that applies to a project solely
36 or partially on the basis that the project is seeking approval as a
37 transit-oriented housing development, except as necessary for the
38 requirements of this chapter.

39 (d) A transit-oriented housing development project under this
40 section shall be eligible for a density bonus, incentives or

1 concessions, waivers or reductions of development standards, and
2 parking ratios pursuant to Section 65915 or a local density bonus
3 program, using the density allowed under this section as the base
4 density. If a development proposes a height under this section in
5 excess of the local height limit, then a local government shall not
6 be required to grant a waiver, incentive, or concession pursuant to
7 Section 65915 for additional height beyond that specified in this
8 section, except as provided in subparagraph (D) of paragraph (2)
9 of subdivision (d) of Section 65915. A development shall be
10 eligible for the following additional concessions, if it meets the
11 applicable density threshold specified for its location:

12 (1) For a development providing housing for extremely low
13 income households, three additional concessions.

14 (2) For a development providing housing for very low income
15 households, two additional concessions.

16 (3) For a development providing housing for low-income
17 households, one additional concession.

18 (e) Notwithstanding any other law, a transit-oriented housing
19 development project that meets any of the eligibility criteria under
20 subdivision (a) and is immediately adjacent to a transit-oriented
21 development stop shall be eligible for an adjacency intensifier to
22 increase the height limit by an additional 20 feet, the maximum
23 density standard by an additional 40 dwelling units per acre, and
24 the residential floor area ratio by 1 prior to the application of
25 Section 65915.

26 (f) A development proposed pursuant to this section shall
27 comply with Section 66300.6, including any local requirements
28 or processes implementing the provisions of Section 66300.6. This
29 subdivision shall apply to any city or county.

30 (g) A development proposed pursuant to this section shall
31 comply with any applicable local demolition and antidisplacement
32 standards established through a local ordinance.

33 (h) A development proposed pursuant to this section shall not
34 be located on either of the following:

35 (1) A site containing more than two units where the development
36 would require the demolition of housing that is subject to any form
37 of rent or price control through a public entity's valid exercise of
38 its police power that has been occupied by tenants within the past
39 seven years.

1 (2) A site that was previously used for more than two units of
2 housing that were demolished within seven years before the
3 development proponent submits an application under this section
4 and any of the units were subject to any form of rent or price
5 control through a public entity's valid exercise of its police power.

6 (i) A development proposed pursuant to this section shall include
7 housing for lower income households by complying with one of
8 the following requirements:

9 (1) (A) Any of the following:

10 (i) At least 7 percent of the total units, as defined in
11 subparagraph (A) of paragraph (9) of subdivision (o) of Section
12 65915, are dedicated to extremely low income households, as
13 defined in Section 50106 of the Health and Safety Code.

14 (ii) At least 10 percent of the total units, as defined in
15 subparagraph (A) of paragraph (9) of subdivision (o) of Section
16 65915, are dedicated to very low income households, as defined
17 in Section 50105 of the Health and Safety Code.

18 (iii) At least 13 percent of the total units, as defined in
19 subparagraph (A) of paragraph (9) of subdivision (o) of Section
20 65915, are dedicated to lower income households, as defined in
21 Section 50079.5 of the Health and Safety Code.

22 (B) This paragraph shall not apply to any development of 10
23 units or less.

24 (C) All units dedicated to extremely low income, very low
25 income, and low-income households pursuant to subparagraph (A)
26 shall meet both of the following:

27 (i) The units shall have an affordable housing cost, as defined
28 in Section 50052.5 of the Health and Safety Code, or an affordable
29 rent, as defined in Section 50053 of the Health and Safety Code.

30 (ii) The development proponent shall agree to, and the local
31 agency shall ensure, the continued affordability of all affordable
32 rental units included pursuant to this section for 55 years and all
33 affordable ownership units included pursuant to this section for a
34 period of 45 years.

35 (2) If a local inclusionary housing requirement mandates a
36 higher percentage of affordable units or a deeper level of
37 affordability than that described in paragraph (1), then the local
38 inclusionary housing requirement mandate shall apply in place of
39 the requirements in paragraph (1).

1 (j) A development proposed pursuant to this chapter shall be
2 consistent with the height, noise, and safety standards of an adopted
3 airport land use compatibility plan or Department of Defense Air
4 Installation Compatible Use Zones developed pursuant to Section
5 21675 of the Public Utilities Code, and of otherwise applicable
6 objective fire safety standards established pursuant to the California
7 Building Code, the California Fire Code, the California,
8 Wildland-Urban Interface Code, the Health and Safety Code, the
9 Public Resources Code, or Chapter 6.8 (commencing with Section
10 51175) of Part 1 of Division 1 of Title 5 of this code.

11 (k) Any transit-oriented housing development pursuant to this
12 section shall meet the labor standards of subparagraphs (A), (B),
13 (C), (D), (F), and (G) of paragraph (8) of subdivision (a) of Section
14 65913.4 for any building over 85 feet in height, which shall be
15 applicable to the building.

16 (l) For purposes of subdivision (j) of Section 65589.5, a
17 proposed housing development project that is consistent with the
18 applicable standards from this chapter, as well as applicable local
19 objective general plan and zoning standards that do not alone or
20 in concert prevent achieving those standards, and as modified by
21 any incentive, concession, or waiver under Section 65915, shall
22 be deemed consistent, compliant, and in conformity with an
23 applicable plan, program, policy, ordinance, standard, requirement,
24 or other similar provision. This subdivision shall not require a
25 ministerial approval process or modify the requirements of Division
26 13 (commencing with Section 21000) of the Public Resources
27 Code.

28 (m) Beginning on January 1, ~~2027~~, 2028, a local government
29 that denies a housing development project meeting the requirements
30 of this section that is located in a high-resource area shall be
31 presumed to be in violation of the Housing Accountability Act
32 (Section 65589.5) and immediately liable for penalties pursuant
33 to subparagraph (B) of paragraph (1) of subdivision (k) of Section
34 65589.5, unless the local government demonstrates, pursuant to
35 the standards in subdivisions (j) and (o) of Section 65589.5, that
36 it has a health, life, or safety reason for denying the project.

37 (n) This section shall not apply to a local agency until July 1,
38 ~~2026~~, 2027, unless the local agency adopts an ordinance or local
39 transit-oriented development alternative plan deemed compliant
40 by the department before July 1, ~~2026~~. 2027. It shall not apply

1 within an unincorporated area of a county until the 7th regional
2 housing needs allocation cycle.

3 *SEC. 3. Section 65912.158 of the Government Code is amended*
4 *to read:*

5 65912.158. (a) For the purposes of this section, “agency
6 transit-oriented development project” means a housing
7 development project or ~~mixed-use~~ *mixed-use* residential project
8 that meets all of the following requirements:

9 (1) A minimum of 50 percent of the total square footage of the
10 project is dedicated to residential purposes.

11 (2) A minimum of 20 percent of the total number of units shall
12 be restricted for the affordable lower income households and shall
13 be subject to a recorded affordability restriction for at least 55
14 years in the case of rental units and 45 years in the case of ~~owner~~
15 ~~occupied~~ *owner-occupied* units, unless a local ordinance or the
16 terms of federal, state, or local tax credit, or other project financing
17 requires a longer period of affordability.

18 (3) The average total floor area of floor space for the proposed
19 units in the housing development project shall not exceed 1,750
20 net habitable square feet.

21 (4) The parcel or parcels on which the project is located is an
22 infill site, as defined in Section 21061.3 of the Public Resources
23 Code.

24 (5) The transit-oriented development parcels on which the
25 transit-oriented development project would be located was not
26 acquired through eminent domain on or after July 1, 2025.

27 (6) The parcels on which the transit-oriented development
28 project would be located are owned by the agency and either:

29 (A) The parcels are adjacent to a transit-oriented development
30 stop for which the agency operates service, or form a contiguous
31 area adjacent to such a transit-oriented development stop.

32 (B) At least 75 percent of the project area is located within
33 one-half mile of a transit-oriented development stop for which the
34 agency operates service or plans to provide service and was owned
35 by the agency on or before January 1, ~~2026~~ 2027.

36 (b) (1) A transit agency’s board of directors may adopt by
37 resolution agency transit-oriented development zoning standards
38 for district-owned real property located in a transit-oriented
39 development zone. These standards shall establish minimum local
40 zoning requirements for height, density, residential floor area ratio,

1 and allowed uses, that shall apply to an agency transit-oriented
2 development project, that shall be consistent with Section
3 65912.157.

4 (2) Adopted agency transit-oriented development zoning
5 standards shall establish, for each transit station, the lowest
6 permissible maximum standard for height, density, and residential
7 floor area ratio, and a list of approved residential, retail, and
8 commercial uses.

9 (3) The agency transit-oriented development zoning standards
10 adopted by the board of directors shall not adopt a lowest
11 permissible maximum standard for density or residential floor area
12 ratio below the level permitted under Section 65912.157, and shall
13 not prohibit residential use.

14 (4) The agency transit-oriented development zoning standards
15 shall not establish density standards that exceed 200 percent of the
16 maximum density established in Section 65912.157.

17 (c) The adoption of, and amendments to, the agency
18 transit-oriented development zoning standards shall comply with
19 all of the following:

20 (1) The transit agency shall hold a public hearing to receive
21 public comment on the proposed agency transit-oriented
22 development zoning standards or proposed changes to the agency
23 transit-oriented development zoning standards. The transit agency
24 shall conduct direct outreach to relevant local governments and to
25 communities of concern around each station. Before or during the
26 scoping meeting, the transit agency shall consult with each local
27 government in which the station is located, as well as any relevant
28 infrastructure agencies. The consultation required pursuant to this
29 section shall include all of the following:

30 (A) A review of the housing needs of the jurisdiction.

31 (B) A review of the transit-oriented development approved and
32 built in the past year in the jurisdiction.

33 (C) A review of any transit-oriented development projects
34 proposed by the transit agency in the jurisdiction for the past year.

35 (D) A discussion of any obstacles to development of any project
36 proposed by the transit agency.

37 (2) Not less than 30 days before a public hearing of the board
38 to consider the agency transit-oriented development zoning
39 standards, the transit agency shall provide public notice and make
40 the draft standards available to the public.

1 (3) The board shall adopt or reject any proposed agency
2 transit-oriented development zoning standards at a publicly noticed
3 meeting of the board not less than 30 days following the original
4 public hearing.

5 (d) Objective standards adopted pursuant to paragraph (b) shall
6 not preempt or otherwise displace local discretionary standards
7 that apply to hotel, motel, bed and breakfast, or other transient
8 lodging use, including short-term lodging, as defined in Section
9 17568.8 of the Business and Professions Code. For the purposes
10 of this subdivision, the term “other transient lodging” does not
11 include a residential hotel, as defined in Section 50519 of the
12 Health and Safety Code.

13 (e) Where local zoning is inconsistent with the agency
14 transit-oriented development zoning standards for a station, the
15 local jurisdiction may adopt a local zoning ordinance that conforms
16 to the transit-oriented development zoning standards.

17 (f) (1) A local government shall not be required to approve any
18 height limit in excess of the standard for development adjacent to
19 the transit-oriented development stop under Section 65912.157.

20 (2) The transit agency shall make a finding as to whether the
21 local zoning ordinance conforms to the agency transit-oriented
22 development zoning standards. Local zoning shall remain in place
23 unless the transit agency determines that it does not conform to
24 the agency transit-oriented development zoning standards. If,
25 according to the transit agency’s finding, the local zoning ordinance
26 does not conform to the agency transit-oriented development
27 zoning standards after two years of the date that the agency
28 transit-oriented development zoning standards are adopted by the
29 board for that station, the agency transit-oriented development
30 zoning standards shall become the local zoning for any
31 district-owned parcels that are eligible under this section, except
32 for any height limit in excess of the standard for development
33 adjacent to the transit-oriented development stop under Section
34 65912.157. For each station, a local jurisdiction may update zoning
35 for transit agency-owned land to comply with agency
36 transit-oriented development zoning standards until the time that
37 the transit agency enters into an exclusive negotiating agreement
38 with a developer for an agency transit-oriented development
39 project.

1 (g) (1) The transit agency's approval of agency transit-oriented
2 development zoning standards shall be subject to review under the
3 California Environmental Quality Act (Division 13 (commencing
4 with Section 21000) of the Public Resources Code). The district
5 shall serve as the lead agency for California Environmental Quality
6 Act review for transit-oriented development zoning standards.

7 (2) Any subsequent California Environmental Quality Act
8 review of rezoning to conform with agency transit-oriented
9 development zoning standards, and of eligible transit-oriented
10 development projects proposed and on district-owned land, shall
11 incorporate the environmental review document certified for the
12 transit-oriented development zoning standards consistent with
13 Section 21094 of the Public Resources Code. A public agency
14 shall not prepare an environmental impact report or mitigated
15 negative declaration for rezoning pursuant to paragraph (2) of
16 subdivision (f) to implement agency transit-oriented development
17 zoning standards or for a transit-oriented development project
18 subsequent to the transit agency's certification of an environmental
19 review document for approval of agency transit-oriented
20 development zoning standards unless the public agency finds,
21 based on substantial evidence, that the rezoning or transit-oriented
22 development project creates a significant effect on the environment
23 that was not analyzed in the prior environmental review document,
24 and mitigated or avoided.

25 (h) A local agency may adopt objective, written development
26 standards, conditions, and policies that apply to development on
27 district-owned property, provided that they demonstrate their
28 consistency with the agency transit-oriented development zoning
29 standards. In the event that the agency transit-oriented development
30 zoning standards, objective planning standards, general plan, or
31 design review standards are mutually inconsistent, the agency
32 transit-oriented development zoning standards shall be the
33 controlling standards. To the extent that the zoning standards do
34 not resolve inconsistencies, the general plan shall be the controlling
35 standard.

36 (i) Zoning in effect as a result of this section shall be considered
37 the same as locally approved zoning for all purposes, including
38 the Density Bonus Law and the Housing Accountability Act.

39 (j) Any agency transit-oriented development project shall
40 comply with the antidisplacement requirements of Section 66300.6.

1 (k) A local government shall not be required to approve any
2 height limit under this section greater than the height limit specified
3 in this chapter for development adjacent to the relevant tier of a
4 transit-oriented development stop. A transit agency shall not set a
5 maximum height, density, or residential floor area ratio below that
6 which would be allowed for the site under this chapter.

7 (l) If nonresidential development is included in an agency
8 transit-oriented development project, at least 25 percent of the total
9 planned units affordable to lower income households shall be made
10 available for lease or sale and permitted for use and occupancy
11 before or at the same time with every 25 percent of nonresidential
12 development made available for lease or sale and permitted for
13 use and occupancy.

14 (m) The development applicant for an agency transit-oriented
15 development project proposed pursuant to this section shall certify
16 that the labor standards in paragraphs (8) and (9) of subdivision
17 (a) of Section 65913.4 will be met in project construction, and
18 those standards shall apply if the project is approved by the public
19 agency. Notwithstanding the preceding sentence, this subdivision
20 shall not apply if all contractors and subcontractors performing
21 work on the development are subject to a project labor agreement
22 with the transit agency that was entered into before July 1, 2026,
23 that requires the payment of prevailing wages to all construction
24 workers employed in the execution of the development and
25 provides for the enforcement of that obligation through an
26 arbitration procedure. For the purposes of this subdivision, “project
27 labor agreement,” has the same meaning as set forth in paragraph
28 (1) of subdivision (b) of Section 2500 of the Public Contract Code.

29 *SEC. 4. Section 65912.160 of the Government Code is amended*
30 *to read:*

31 65912.160. (a) The department shall oversee compliance with
32 this chapter.

33 (b) The department shall promulgate standards on how to allow
34 for capacity pursuant to this chapter to be counted in a city or
35 county’s inventory of land suitable for residential development
36 pursuant to Section 65583.2, no later than July 1, ~~2026~~ 2027.

37 (c) (1) A local government may enact an ordinance to make its
38 zoning code consistent with the provisions of this chapter, subject
39 to review by the department pursuant to subdivision (d). This
40 ordinance may include objective development standards,

1 conditions, and policies, applying to transit-oriented housing
2 developments, that are demonstrated by a preponderance of
3 evidence to not physically preclude, alone or in concert, the
4 applicable housing development standards of Section 65912.157.

5 (2) The ordinance described in paragraph (1) shall not be
6 considered a project under Division 13 (commencing with Section
7 21000) of the Public Resources Code.

8 (d) If a local government adopts an ordinance to come into
9 compliance with this section, the following provisions shall apply:

10 (1) (A) At least 14 days prior to adoption of an ordinance
11 pursuant to this section, the local government shall submit a draft
12 ordinance to the department.

13 (B) The department may review the draft and report its written
14 findings to the planning agency.

15 (2) A local government shall submit a copy of any ordinance
16 enacted pursuant to this section to the department within 60 days
17 of enactment.

18 (3) (A) The department shall, within 90 days, review the enacted
19 ordinance, make a finding as to whether the enacted ordinance is
20 in substantial compliance with this section, and report that finding
21 to the local government.

22 (B) If needed, the department may request an additional 30 days
23 to make a finding as to whether the enacted ordinance is in
24 substantial compliance with this section, and report that finding
25 to the local government.

26 (C) If the department does not provide written findings to the
27 local government within the review period provided for in this
28 paragraph, the ordinance shall be deemed compliant for the
29 purposes of assessing penalties, including those pursuant to
30 subdivision (m) of Section 65912.157.

31 (4) If at any time the department determines that the ordinance
32 does not comply with this section, the department shall notify the
33 local government in writing. The department shall provide the
34 local government a reasonable time, not to exceed 60 days, to
35 respond before taking further action as authorized by this section.

36 (5) The local government shall consider any findings made by
37 the department pursuant to paragraph (4) and shall do one of the
38 following:

39 (A) Amend the ordinance to comply with this section.

1 (B) Enact the ordinance without changes. The local government
2 shall include findings in its resolution adopting the ordinance that
3 explain the reasons the local government believes that the
4 ordinance complies with this section despite the findings of the
5 department.

6 (6) If the local government does not amend its ordinance in
7 response to the department's findings or does not adopt a resolution
8 with findings explaining the reason the ordinance complies with
9 this section and addressing the department's findings, the
10 department shall notify the local government and may notify the
11 Attorney General that the local government is in violation of this
12 section.

13 (e) The ordinance may designate areas within one-half mile of
14 a transit-oriented development stop as exempt from the provisions
15 of this chapter if:

16 (1) The local government makes findings supported by
17 substantial evidence that there exists no walking path of less than
18 one mile from that location to the transit-oriented development
19 stop.

20 (2) A local government with at least 15 transit-oriented
21 development stops designates the area as an industrial employment
22 hub. An industrial employment hub shall be a contiguous area of
23 at least 250 acres designated in the jurisdiction's general plan on
24 or before January 1, 2025, as an employment lands area; the parcels
25 within it shall be primarily dedicated to industrial use as defined
26 in paragraph (3) of subdivision (f) of Section 65912.121; and
27 housing shall not be a permitted use on any of the sites so excluded.

28 (f) Each metropolitan planning organization shall create a map
29 of transit-oriented development stops and zones within its region
30 by tier, as designated under this chapter, in accordance with the
31 department's guidance pursuant to subdivision (b). This map shall
32 have a rebuttable presumption of validity for use by project
33 applicants and local governments.

34 *SEC. 5. Section 65912.161 of the Government Code is amended*
35 *to read:*

36 65912.161. (a) For purposes of this section, "transit-oriented
37 development alternative plan" shall mean a plan adopted by the
38 local agency via the adoption of the housing element, a program
39 to implement the housing element, the adoption of a specific plan,
40 a zoning overlay, or enactment of an ordinance; that brings the

1 local agency into compliance with this chapter and that incorporates
 2 all of the following:

3 (1) A local transit-oriented development alternative plan shall
 4 maintain at least the same total net zoned capacity, in terms of
 5 both total units and residential floor area, as provided for in this
 6 chapter across all transit-oriented development zones within the
 7 jurisdiction.

8 (A) Net zoned capacity in units shall be measured by subtracting
 9 the current number of units on the site from the number allowed
 10 by the applicable development standards.

11 (B) Net zoned capacity in floor area shall be measured by
 12 subtracting the current developed floor area of the site from the
 13 amount allowed by the applicable development standards.

14 (2) The plan shall not reduce the maximum allowed density for
 15 any individual site on which the plan allows residential use by
 16 more than 50 percent below that permitted under this chapter,
 17 except for sites meeting any of the following criteria:

18 (A) Sites within a very high fire hazard severity zone, as
 19 determined by the Department of Forestry and Fire Protection
 20 pursuant to Section 51178, or within the state responsibility area,
 21 as defined in Section 4102 of the Public Resources Code.

22 (B) Sites that are vulnerable to one foot of sea level rise, as
 23 determined by the National Oceanic and Atmospheric
 24 Administration, the Ocean Protection Council, the United States
 25 Geological Survey, the University of California, or a local
 26 government's coastal hazards vulnerability assessment.

27 (C) ~~Sites with a historic resource designated on a local register,
 28 so long as sites excluded from the density requirements of this
 29 paragraph on that basis do not cumulatively exceed 10 percent of
 30 the eligible area of any transit-oriented development zone.
 31 resource.~~

32 (D) Sites within one-half mile of a Tier 2 transit-oriented
 33 development stop shall not have a density below 30 units per acre
 34 with a residential floor area ratio of 1.0, except for sites specified
 35 in subparagraphs (A) to (C), *inclusive*, and should be considered
 36 for attached entry level ~~owner-occupied~~ *owner-occupied* housing
 37 development opportunities.

38 (3) The plan shall not reduce the capacity in any transit-oriented
 39 development zone in total units or residential floor area by more
 40 than 50 percent.

1 (4) A site's maximum capacity counted toward the plan shall
2 not exceed 200 percent of the maximum density established under
3 this chapter. Any site excluded from the minimum density
4 requirements of subparagraphs (A) to ~~(C)~~ (C), *inclusive*, of
5 paragraph (2) shall not be counted toward the plan's capacity. For
6 purposes of this section, calculations regarding capacity, density,
7 and floor area shall include capacity, density, or floor area available
8 under voluntary local housing incentive programs.

9 (5) A local transit-oriented development alternative plan may
10 consist of an existing local transit-oriented zoning ordinance,
11 overlay zone, specific plan, or zoning incentive ordinance, provided
12 that it meets the requirements of this subdivision.

13 (b) (1) Prior to one year following the adoption of the seventh
14 revision of the housing element, Section 65912.157 shall not apply
15 to any of the following for which the local government has adopted
16 an ordinance in accordance with Section 65912.160 indicating the
17 site's exclusion:

18 (A) A site that has been identified by the local jurisdiction which
19 permits density and residential floor area ratio at no less than 50
20 percent of the standards specified under subdivision (a) of Section
21 65912.157.

22 (B) (i) A site in a transit-oriented development zone in which
23 at least 33 percent of sites in the relevant transit-oriented
24 development zone have permitted density and residential floor
25 area ratio no less than 50 percent of the standards specified under
26 subdivision (a) of Section 65912.157 and which includes sites with
27 densities that cumulatively allow for at least 75 percent of the
28 aggregate density for the transit-oriented development zone
29 specified under subdivision (a) of Section 65912.157.

30 (ii) A site in a transit-oriented development zone around a
31 transit-oriented development stop that is primarily comprised of
32 a low-resource area which includes sites with densities that
33 cumulatively allow for at least 40 percent of the aggregate density
34 for the transit-oriented development zone specified under
35 subdivision (a) of Section 65912.157.

36 (iii) A site in an area designated as low resource on the most
37 recently adopted version of the opportunity area maps published
38 by the California Tax Credit Allocation Committee and the
39 department, and within a jurisdiction that cumulatively allows for
40 at least 50 percent of the total capacity for units and floor area as

1 specified under Section 65912.157 across all transit-oriented
2 development zones.

3 (C) A site that is covered by a local transit-oriented development
4 alternative plan adopted by a local government.

5 (D) Sites within a very high fire hazard severity zone, as
6 determined by the Department of Forestry and Fire Protection
7 pursuant to Section 51178, or within the state responsibility area,
8 as defined in Section 4102 of the Public Resources Code.

9 (E) Sites that are vulnerable to one foot of sea level rise, as
10 determined by the National Oceanic and Atmospheric
11 Administration, the Ocean Protection Council, the United States
12 Geological Survey, the University of California, or a local
13 government's coastal hazards vulnerability assessment.

14 (F) Sites ~~with designated as a historic resource designated as~~
15 ~~of January 1, 2025, on a local register. 2025.~~

16 (2) A local government that has adopted an ordinance pursuant
17 to this subdivision shall indicate on its public zoning map which
18 sites or transit-oriented development zones are and are not covered
19 by Section 65912.157.

20 (c) (1) For the seventh and subsequent revisions of the housing
21 element, a local government may include a local transit-oriented
22 development alternative plan in any of the following ways:

23 (A) (i) Include a local transit-oriented alternative plan in its
24 housing element. When a local government includes a
25 transit-oriented development alternative plan in its housing element
26 the plan shall include an analysis of how the plan maintains at least
27 an equal feasible developable housing capacity as the baseline
28 established by this chapter.

29 (ii) If a local government adopts a housing element that the
30 department has determined to be compliant with this section, then
31 any action to enforce or implement a compliant housing element
32 shall be subject to applicable provisions of housing element law
33 (Article 10.6 (commencing with Section 65580) of Chapter 3).

34 (iii) The initial submission of a transit-oriented development
35 alternative plan shall be included in the local government's first
36 draft submittal referenced in subparagraph (C) of paragraph (1) of
37 subdivision (b) of Section 65585.

38 (iv) Sites identified in a local transit-oriented development
39 alternative plan may be included in the inventory of land suitable

1 for residential development, pursuant to the additional requirements
2 of Section 65583.

3 (B) If a local government does not include the local
4 transit-oriented alternative plan in its housing element, the local
5 government may adopt an alternative plan that has been deemed
6 compliant by the department pursuant to Section 65912.160.

7 (d) Section 65912.157 shall not apply within a jurisdiction that
8 has a local transit-oriented alternative plan that has been approved
9 by the department as satisfying the requirements of this section in
10 effect. The department's approval pursuant to this section shall be
11 valid through the jurisdiction's next amendment to the housing
12 element of its general plan.

13 (e) A local transit-oriented development alternative plan may
14 consist of an existing local transit-oriented zoning ordinance,
15 overlay zone, specific plan, zoning incentive ordinance or existing
16 program, provided that it meets the requirements of this section.

17 ~~SECTION 1. Section 65580 of the Government Code is~~
18 ~~amended to read:~~

19 ~~65580. The Legislature finds and declares all of the following:~~

20 ~~(a) The availability of housing is of vital statewide importance,~~
21 ~~and the early attainment of decent housing and a suitable living~~
22 ~~environment for every Californian, including farmworkers, is a~~
23 ~~priority of the highest order.~~

24 ~~(b) The early attainment of this goal requires the cooperative~~
25 ~~participation of government and the private sector in an effort to~~
26 ~~expand housing opportunities and accommodate the housing needs~~
27 ~~of Californians of all economic levels.~~

28 ~~(c) Providing housing that is affordable to low- and~~
29 ~~moderate-income households requires the cooperation of all levels~~
30 ~~of government.~~

31 ~~(d) Local and state governments have a responsibility to use the~~
32 ~~powers vested in them to facilitate the improvement and~~
33 ~~development of housing to make adequate provision for the housing~~
34 ~~needs of all economic segments of the community.~~

35 ~~(e) The Legislature recognizes that in carrying out this~~
36 ~~responsibility, each local government also has the responsibility~~
37 ~~to consider economic, environmental, and fiscal factors and~~
38 ~~community goals set forth in the general plan and to cooperate~~
39 ~~with other local governments and the state in addressing regional~~
40 ~~housing needs.~~

1 (f) ~~Designating and maintaining a supply of land and adequate~~
2 ~~sites suitable, feasible, and available for the development of~~
3 ~~housing sufficient to meet the locality's housing need for all income~~
4 ~~levels is essential to achieving the state's housing goals and the~~
5 ~~purposes of this article.~~

O

BILL: SB 935 (Choi, R-Irvine)
Introduced January 29, 2026

SUBJECT: SB 935 repeals the January 1, 2031, sunset on local agency authority to use the design-build procurement method for public works projects

STATUS: Pending in Senate Committee on Appropriations
Passed Senate Local Government Committee 7-0
Referred to Senate Committee on Local Government

SUMMARY AS OF MARCH 26, 2026:

SB 935 would repeal the January 1, 2031, sunset date on the statutory authority for local agencies, including cities, counties, county transportation commissions, and transit agencies, to utilize the design-build procurement method. By eliminating this sunset provision, the bill would extend indefinitely the existing authority allowing local agencies, with approval of their governing body, to use design-build procurement for public works projects exceeding \$1,000,000.

Under existing law, the design-build procurement method allows a single entity to be responsible for both the design and construction of a public works project. Design-build contracts may be awarded either to the lowest responsible bidder or on a best-value basis, enabling agencies to evaluate price alongside technical qualifications, project approach, innovation, constructability, and lifecycle considerations.

SB 935 does not expand the types of projects eligible for design-build, alter the \$1,000,000 project threshold, or modify evaluation or transparency requirements. Instead, it preserves the current statutory framework and procedural safeguards.

EFFECTS ON ORANGE COUNTY:

Design-build is an established and widely used project delivery method that provides flexibility, schedule efficiency, and cost certainty for complex public infrastructure projects. By integrating design and construction services under a single contract, local agencies including county transportation commissions and transit agencies such as the Orange County Transportation Authority (OCTA) can streamline coordination, reduce procurement and delivery timelines, allocate risk more effectively, and minimize change orders.

For OCTA, design-build is a critical procurement tool for delivering major capital investments across the Orange County, including freeway improvements, express lanes, rail corridor stabilization, and transit infrastructure. OCTA has successfully utilized design-build on projects such as the Interstate 405 Improvement Project and State Route 22 corridor improvements, where this delivery method helped accelerate delivery and improve cost efficiency.

Design-build is also essential for complex, technology-driven projects such as OCTA's Transit Security and Operations Center , as well as emerging initiatives including hydrogen fueling infrastructure and other zero-emission programs. These projects involve evolving technical requirements, system integration, and specialized infrastructure that benefit from a unified design and construction approach.

Many of these projects are funded through Measure M and multi-year state and federal grant programs that require long-term planning certainty and disciplined project delivery. The scheduled expiration of design-build authority in 2031 could introduce uncertainty into long-range capital planning and procurement strategies, particularly for projects that extend beyond that date and require multi-year environmental review, funding coordination, and phased construction schedules.

Repealing the sunset ensures continuity of authority, supports stable procurement planning, and provides predictability for contractors, funding partners, and regional stakeholders. A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principles to "Support new and existing alternative project delivery methods, such as design-build, public-private partnership authority, construction manager/general contractor authority, and progressive design build, through expanding mode and funding eligibility while also allowing the appropriate balance of partnership between the State and local agencies."

OCTA POSITION:

Staff recommends: SUPPORT

Introduced by Senator Choi
(Coauthors: Senators Alvarado-Gil, Niello, and Valladares)
(Coauthors: Assembly Members Dixon and Wallis)

January 29, 2026

An act to repeal Section 22169 of the Public Contract Code, relating to public contracts.

LEGISLATIVE COUNSEL'S DIGEST

SB 935, as introduced, Choi. Local agency design-build projects: authorization.

Existing law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of \$1,000,000, awarding the contract either to the lowest bid or the best value. Existing law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing local agencies to use the design-build procurement process are repealed on January 1, 2031.

This bill would repeal the above-described January 1, 2031, repeal date, thereby extending the operation of these provisions indefinitely. By indefinitely extending provisions that would otherwise be repealed on January 1, 2031, the bill would expand the crime of perjury, thereby imposing a state-mandated local program.

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

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

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

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

1 SECTION 1. Section 22169 of the Public Contract Code is
2 repealed.
3 ~~22169. This chapter shall remain in effect only until January~~
4 ~~1, 2031, and as of that date is repealed.~~
5 SEC. 2. No reimbursement is required by this act pursuant to
6 Section 6 of Article XIII B of the California Constitution because
7 the only costs that may be incurred by a local agency or school
8 district will be incurred because this act creates a new crime or
9 infraction, eliminates a crime or infraction, or changes the penalty
10 for a crime or infraction, within the meaning of Section 17556 of
11 the Government Code, or changes the definition of a crime within
12 the meaning of Section 6 of Article XIII B of the California
13 Constitution.

BILL: SB 1167 (Blakespear, D–Encinitas)
Amended March 26, 2026
Introduced February 18, 2026

SUBJECT: SB 1167 prohibits certain motorized vehicles from being marketed or sold as electric bicycles and establishes enhanced labeling, disclosure, and safety requirements

STATUS: Pending in Senate Committees on Transportation and Natural Resources and Water

SUMMARY AS OF MARCH 27, 2026:

SB 1167 would strengthen state law governing electric bicycles (e-bikes) by expanding restrictions on the types of vehicles that may be advertised, sold, or labeled as e-bikes and by establishing additional labeling, disclosure, and safety requirements.

Existing law defines e-bikes as bicycles equipped with fully operable pedals and an electric motor not exceeding 750 watts and establishes three classes of e-bikes with specific operational and equipment requirements. Current law also prohibits vehicles that do not meet this definition from being marketed or sold as e-bikes.

SB 1167 would expand these restrictions by explicitly prohibiting additional vehicle types, including vehicles capable of speeds over 20 miles per hour on motor power alone, a vehicle without operable pedals, mopeds, and other higher-powered electric devices, from being advertised or sold as e-bikes. The bill further provides that violations of these provisions constitute misleading advertising under state unfair competition and false advertising laws.

The bill also establishes additional requirements, including permanent labeling standards for e-bikes, mopeds, and motor-driven cycles; restrictions on the sale and installation of classification labels requiring retailer verification; and expanded disclosure requirements applicable to manufacturers, importers, and sellers across advertising platforms, including online and social media. The bill also includes new safety and enforcement provisions related to operation of certain high-speed electric devices on public roadways unless they meet defined vehicle classifications, certification requirements for electric vehicles in fire-prone areas, and reporting requirements for incidents involving e-bikes and similar devices.

EFFECTS ON ORANGE COUNTY:

SB 1167 may support improved safety outcomes for e-bike users and other roadway users in Orange County by clarifying vehicle classifications and addressing misleading marketing practices.

The rapid growth in e-bike usage, particularly among youth riders, has been accompanied by increased availability of higher-powered electric devices marketed as e-bikes that may not meet the legal definition of an e-bike. These devices may operate at higher speeds or power levels, creating potential safety risks on local streets, bikeways, and near schools and transit facilities. Misleading marketing of these devices may also result in consumers underestimating the safety requirements associated with higher-powered vehicles, including licensing, registration, and protective equipment standards typically required for motor vehicles.

By strengthening classification standards and prohibiting mislabeling of higher-powered vehicles as e-bikes, SB 1167 may help ensure that riders, parents, and consumers better understand the capabilities and legal requirements associated with different device types. This may improve compliance with traffic laws, reduce unsafe riding behavior, and minimize conflicts between users of various mobility modes.

The bill's enhanced labeling and incident reporting provisions may also improve data collection and understanding of safety trends, supporting more targeted policies to promote safe e-bike operation.

For the Orange County Transportation Authority (OCTA), improved clarity and enforcement related to e-bike classifications supports broader active transportation safety goals and complements ongoing efforts to promote safe and responsible use of e-bikes as part of a multimodal transportation system. A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principles to "Seek funding and support policies that enhance safety requirements related to the utilization of electric bicycles."

OCTA POSITION:

Staff recommends: SUPPORT

AMENDED IN SENATE MARCH 26, 2026

SENATE BILL

No. 1167

Introduced by Senator Blakespear
(Coauthors: Senators Gonzalez, Strickland, and Wiener)
(Coauthors: Assembly Members Davies and Dixon)

February 18, 2026

An act to amend *Section 26300 of the Health and Safety Code, and to amend Sections 312.5, 405, 406, 426, 472, 672, 4020, 5030, 5031, 5032, 5033, 5034, 5035, 5036, 5037, 5038, 5039, 12500, 12509, 12509.5, 12804.9, 12814.6, 21113, 21201.3, 21203, 21207.5, 21209, 21712, 21960, 22651.08, 23103, 23135, 23330, 24015, 24951, 25650, 27800, 27802, 27803, 38012, 38366, 38505, and 38601* of, to amend the heading of Article 8.1 (commencing with Section 5030) of Chapter 1 of Division 3 of, ~~and~~ to add *Section 21065 to, to add Article 9 (commencing with Section 21310) to Chapter 1 of Division 11 of, and to add Article 7.5 (commencing with Section 27850) to Chapter 5 of Division 12 of, the Vehicle Code, relating to vehicles.*

LEGISLATIVE COUNSEL'S DIGEST

SB 1167, as amended, Blakespear. Vehicles: electric bicycles.

Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Existing law classifies electric bicycles into 3 classes with different restrictions for various purposes, and requires, among other things, a class 3 electric bicycle to be equipped with a speedometer. Existing law prohibits certain vehicles that do not meet the definition of an electric bicycle from being advertised, sold, offered for sale, or labeled as an electric bicycle, as specified. A violation of the Vehicle Code is a crime.

This bill would amend the type of vehicles that are prohibited from being advertised, sold, offered for sale, or labeled as electric bicycles, including, among others, motor-driven cycles and mopeds. The bill would additionally make a violation of this provision a misleading statement for purposes of *unfair competition and false advertising* provisions of the Business and Professions Code. By creating new crimes related to the advertisement, sale, offer, and labeling of electric bicycles, and by expanding the application of an existing crime, this bill would impose a state-mandated local program.

Existing law defines a motor-driven cycle as any motorcycle with a motor that displaces less than 150 cubic centimeters.

~~The~~

This bill would revise the definition of motor-driven cycle to mean any motorcycle propelled by an internal combustion engine that displaces less than 150 cubic centimeters, or by an electric motor of less than 3,750 watts that produces 5 brake horsepower or less, and is designed for highway use, complies with all applicable federal motor safety standards, and meets all of the equipment requirements of the Vehicle Code.

Existing law defines a motorized bicycle or moped as a two-wheeled or three-wheeled device having fully operative pedals for propulsion by human power, or having no pedals if powered solely by electrical energy, and an automatic transmission and a motor that produces less than 4 gross brake horsepower, and is capable of propelling the device at a maximum speed of not more than 30 miles per hour on level ground.

This bill would delete references to motorized bicycle in the Vehicle Code and replace the term with “moped.” The bill would revise the definition of a moped to mean a two-wheeled or three-wheeled device that has an electric motor *of less than 3,000 watts* or an internal combustion engine that produces less than 4 gross brake horsepower, is capable of propelling the device at a maximum speed of not more than 30 miles per hour on level ground, is designed for highway use, complies with all applicable federal motor safety standards, and meets all *of the equipment requirements of the Vehicle Code*. The bill would specify that a moped may be equipped with operable pedals for propulsion by human power.

Existing law requires every manufacturer of a motorized bicycle or moped to provide a specified disclosure to buyers.

~~The~~

*This bill would instead require every manufacturer, importer, or seller of a motor-driven ~~cycle or moped~~ cycle, moped, or electric off-road motorcycle that is powered by an electric motor to provide a specified disclosure to all potential buyers in any advertising, including any online advertising on internet websites or social media. The bill would additionally make a violation of this provision a misleading statement for purposes of *unfair competition and false advertising* provisions of the Business and Professions Code. By creating new crimes related to disclosure requirements on manufacturers, importers, or sellers of motor-driven ~~cycles and mopeds~~, cycles, mopeds, or electric off-road motorcycles, and by expanding the application of an existing crime, this bill would impose a state-mandated local program.*

Existing law requires manufacturers and distributors of electric bicycles to apply a label that is permanently affixed, in a prominent location, to each electric bicycle. Existing law requires the label to contain the classification number, top assisted speed, and motor wattage of the electric bicycle, as specified.

This bill would require manufacturers and distributors of mopeds and motor-driven cycles to apply a similar label. The bill would make it unlawful for a person to sell an electric bicycle, moped, or motor-driven cycle in violation of the labeling and disclosure requirements mentioned above. By expanding the application of an existing crime, this bill would impose a state-mandated local program.

This bill would prohibit a person from selling or installing an electric bicycle classification label unless the classification label is sold and installed in a physical retailer or bicycle repair shop. The bill would require a retailer and bicycle repair shop of electric bicycles to verify that the classification label matches the electric bicycle class before installing the classification label on an electric bicycle. By expanding the application of an existing crime, this bill would impose a state-mandated local program.

This bill would require any incident report filed by a peace officer for an injury or crash involving an electric bicycle, moped, and motor-driven cycle to include specified marking or label information affixed on the electric bicycle, moped, and motor-driven cycle or to indicate that a marking or label was not available. By increasing duties on local law enforcement, this bill would impose a state-mandated local program.

Existing law defines an off-highway motor vehicle as a motor vehicle that operates on lands, other than a highway, that are open and accessible

to the public, as specified. Existing law establishes rules for the operation of an off-highway vehicle. Existing law requires every off-highway motor vehicle that is not registered under the Vehicle Code to display an identification plate or device issued by the Department of Motor Vehicles, except as specified.

~~The~~

This bill would explicitly clarify that off-highway electric motorcycles are subject to identification as ~~an off-highway motor vehicle~~. vehicles. The bill would also prohibit the use, allowing to use, or ~~operating~~ operation of an off-highway electric motorcycle, motorcycle, motor-driven cycle, or moped powered by an electric motor on any forest-covered land, brush-covered land, or grass-covered land unless the vehicle has been certified by an accredited independent laboratory, as specified, and the name or mark of the certifying laboratory is permanently marked on the vehicle or on its drive system. By creating new crimes related to the operation of off-highway vehicles, this bill would impose a state-mandated local program.

Existing law makes a person who drives a vehicle upon a highway, or in an offstreet parking facility, in willful or wanton disregard for the safety of persons or property guilty of reckless driving, which is punishable, upon conviction, by imprisonment in the county jail, payment of a fine, or both the imprisonment and fine, as specified.

This bill would make a person who operates a bicycle, including an electric bicycle, upon a highway, or in an offstreet parking facility, in willful or wanton disregard for the safety of persons or property guilty of reckless driving. By expanding the scope of an existing crime, this bill would impose a state-mandated local program.

Existing law authorizes a peace officer to remove a vehicle that (1) has fewer than 4 wheels, but that does not meet the definition of an electric bicycle, if that vehicle is powered by an electric motor capable of exclusively propelling the vehicle in excess of 20 miles per hour on a highway and is being operated by an operator without a current license to operate the vehicle, or (2) is a class 3 electric bicycle being operated by a person under 16 years of age.

This bill would additionally prohibit a person from operating a 2-wheeled or 3-wheeled device powered by an electric motor that is capable of propelling the device at a speed greater than 20 miles per hour on level ground on a highway or public right-of-way when powered solely by the motor unless the device meets the definition of a device that is explicitly defined in, and authorized for use on a highway or

public right-of-way by, the Vehicle Code. The bill would authorize a peace officer to remove the vehicle if the vehicle is a 2-wheeled or 3-wheeled unauthorized device being operated by a person on a highway or public right-of-way. Because a violation of these provisions would be a crime, the bill would impose a state-mandated local program.

~~The~~

This bill would make other clarifying and conforming changes.

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

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

Vote: majority. Appropriation: no. Fiscal committee: yes.

State-mandated local program: yes.

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

1 SECTION 1. The Legislature finds and ~~declare~~ *declares* all of
2 the following:

3 (a) Electric bicycles not only offer a solution to car dependency
4 and transportation poverty, but also help reduce our carbon
5 footprint. As California moves away from its dependence on fossil
6 fuels, we will continue to see a rise in zero-emission modes of
7 transportation, including, but not limited to, electric bicycles.

8 (b) Electric bicycles reduce barriers in encouraging more people
9 to ride bicycles and play a significant factor in replacing car trips
10 in order to meet our goals of shifting to alternative modes of
11 transportation, reducing the number of motor vehicle miles
12 traveled, and improving our climate.

13 (c) Other electric cycles, including motor-driven cycles, mopeds,
14 and “e-motos” are not legal electric bicycles because of their
15 excessive speed and power, are designed and marketed as “e-bikes”
16 to children on social media, and are gaining popularity. Nearly 90
17 percent of electric devices observed at the ~~bike~~ *bicycle* racks of
18 local schools in Counties of San Mateo and Marin in 2025 were
19 “e-motos,” not legal electric bicycles.

20 (d) Many devices are being deceptively marketed as class 2 or
21 class 3 electric bicycles and do not fit into the legal classification
22 of either class because the equipped motor is more powerful than
23 the legally authorized 750 watts or because the advertised *and*

1 *actual* top assisted speed is above the legal limit of 20 or 28 miles
2 per hour, respectively.

3 (e) “E-motos” are causing increased safety issues on the streets
4 of many California communities, based on evidence in a report
5 issued by the Mineta Transportation Institute in 2025.

6 (f) It is the intent of the Legislature to improve the safe
7 movement and expanded usage of electric bicycles as a net-zero
8 transportation mode in the context of California’s existing
9 multimodal transportation system.

10 (g) It is the intent of the Legislature to protect consumers from
11 deceptive marketing tactics while ensuring the safety of our
12 roadways.

13 *SEC. 2. Section 26300 of the Health and Safety Code is*
14 *amended to read:*

15 26300. For purposes of this chapter, the following terms have
16 the following meanings:

17 (a) “Accredited testing laboratory” means an independent
18 laboratory accredited by an accreditation body to ISO 17025 or
19 ISO 17065, or a Nationally Recognized Testing Laboratory
20 (NRTL).

21 (b) “Certification” means the attestation by an accredited testing
22 laboratory that the equipment, device, or product has been
23 evaluated and tested and found to conform to the standards
24 specified in this chapter.

25 (c) “Charging system” means dedicated chargers used for
26 charging an electric bicycle, a powered mobility device, or storage
27 batteries that are either in place or removed from electric bicycles
28 or powered mobility devices for charging.

29 (d) “Complete electrical system” means all electric components
30 of an electric bicycle or powered mobility device, including, but
31 not limited to, drive units, batteries, battery management systems,
32 interconnected wiring, charging systems, and power inlets.

33 (e) (1) “Electric bicycle” means a bicycle with electric
34 assistance as defined in Section 312.5 of the Vehicle Code.

35 (2) Devices advertised as “e-bikes,” “e-bicycles,” “electric
36 bikes,” or other variations that are substantially similar to an
37 electric bicycle are subject to the same standards as an electric
38 bicycle.

39 (f) “Nationally recognized testing laboratory” (NRTL) means
40 an organization that meets the qualifications provided in Section

1 1910(b) of Title 29 of the Code of Federal Regulations and is
2 recognized as an NRTL by the United States Department of Labor,
3 Occupational Safety and Health Administration's (OSHA)
4 Nationally Recognized Testing Laboratory Program.

5 (g) "Office" means the Office of the State Fire Marshal.

6 (h) (1) "Powered mobility device" includes any of the
7 following:

8 (A) A motorized scooter as defined in subdivision (a) of Section
9 407.5 of the Vehicle Code.

10 (B) A motorized bicycle or moped as defined in subdivision (a)
11 of Section 406 of the Vehicle Code.

12 (C) An off-highway *electric* motorcycle as defined in Section
13 ~~436~~ 436.1 of the Vehicle Code.

14 (D) Any other personal mobility device powered by a
15 lithium-ion storage battery.

16 (2) "Powered mobility device" does not include electric bicycles,
17 wheelchairs, or other mobility devices designed for use by persons
18 with disabilities, a vehicle that is powered by an internal
19 combustion engine, or a vehicle required to be registered with the
20 Department of Motor Vehicles.

21 (i) "Storage battery" means any of the following:

22 (1) A rechargeable lithium-ion traction battery that supplies
23 electrical power to the motor that propels an electric bicycle or
24 powered mobility device, and includes a replacement original
25 equipment traction battery for those devices.

26 (2) A battery sold as part of a kit intended to convert a bicycle
27 into an electric bicycle or powered mobility device.

28 (3) A lithium-ion battery advertised as suitable for use with an
29 electric bicycle or powered mobility device.

30 ~~SEC. 2.~~

31 *SEC. 3.* Section 312.5 of the Vehicle Code is amended to read:

32 312.5. (a) An "electric bicycle" is a bicycle equipped with
33 fully operable pedals and an electric motor that does not exceed
34 750 watts of power.

35 (1) A "class 1 electric bicycle," or "low-speed pedal-assisted
36 electric bicycle," is a bicycle equipped with a motor that provides
37 assistance only when the rider is pedaling, that is not capable of
38 exclusively propelling the bicycle, except as provided in paragraph
39 (4), that ceases to provide assistance when the bicycle reaches the

1 speed of 20 miles per hour, and that is not capable of providing
2 assistance to reach speeds greater than 20 miles per hour.

3 (2) A “class 2 electric bicycle,” or “low-speed throttle-assisted
4 electric bicycle,” is a bicycle equipped with a motor that may be
5 used exclusively to propel the bicycle, and that is not capable of
6 providing assistance when the bicycle reaches the speed of 20
7 miles per hour.

8 (3) A “class 3 electric bicycle,” or “speed pedal-assisted electric
9 bicycle,” is a bicycle equipped with a motor that provides
10 assistance only when the rider is pedaling, that is not capable of
11 exclusively propelling the bicycle, except as provided in paragraph
12 (4), and that ceases to provide assistance when the bicycle reaches
13 the speed of 28 miles per hour, and equipped with a speedometer.

14 (4) A class 1 or class 3 electric bicycle may have start assistance
15 or a walk mode that propels the electric bicycle on motor power
16 alone, up to a maximum speed of 3.7 miles per hour.

17 (b) A person riding an electric bicycle, as defined in this section,
18 is subject to Article 4 (commencing with Section 21200) of Chapter
19 1 of Division 11.

20 (c) The following vehicles are not electric bicycles under this
21 code and shall not be advertised, sold, offered for sale, or labeled
22 as electric bicycles or “~~e-bikes~~”: “*e-bikes*.”

23 (1) A vehicle with motor power of more than 750 watts.

24 (2) A vehicle capable of attaining a speed greater than 20 miles
25 per hour on motor power alone.

26 (3) A vehicle with a motor capable of providing assistance when
27 the vehicle reaches a speed exceeding 28 miles per hour.

28 (4) A vehicle with no more than three wheels powered by an
29 electric motor that is intended by the manufacturer to be modifiable
30 to do any of the following:

31 (A) Attain more than 750 watts of power.

32 (B) Attain a speed greater than 20 miles per hour on motor
33 power alone.

34 (C) Provide assistance when the vehicle reaches a speed
35 exceeding 28 miles per hour.

36 (5) A vehicle without operable pedals.

37 (6) Any motorcycle, moped, motorized scooter, off-highway
38 electric motorcycle, pocket bike, or recreational off-highway
39 vehicle.

1 (d) In addition to any penalties imposed under this code,
 2 advertising or selling a device listed in subdivision ~~(d)~~ (c) as an
 3 “e-bike” or any class of electric bicycle shall constitute a
 4 misleading statement within the meaning of ~~Section~~ *Sections 17200*
 5 *and 17500* of the Business and Professions Code.

6 ~~SEC. 3.~~

7 *SEC. 4.* Section 405 of the Vehicle Code is amended to read:

8 405. (a) A “motor-driven cycle” is any motorcycle propelled
 9 by an internal combustion engine that displaces less than 150 cubic
 10 centimeters, or by an electric motor of less than 3,750 watts that
 11 produces 5 brake horsepower or ~~less~~; *less, and is designed for*
 12 *highway use, complies with all applicable federal motor safety*
 13 *standards contained in Part 571 (commencing with Section 571.1)*
 14 *of Title 49 of the Code of Federal Regulations, or any successor*
 15 *regulation, and is equipped in accordance with the requirements*
 16 *of this code.* A motor-driven cycle does not include a moped.

17 (b) An electric bicycle, moped, motorized scooter, pocket bike,
 18 or recreational off-highway vehicle is not a motor-driven cycle
 19 and shall not be advertised, sold, offered for sale, or labeled as a
 20 motor-driven cycle.

21 (c) In addition to any penalties imposed under this code,
 22 advertising or selling a motor-driven cycle as an “e-bike” or any
 23 class of electric bicycle shall constitute a misleading statement
 24 within the meaning of ~~Section~~ *Sections 17200 and 17500* of the
 25 Business and Professions Code.

26 ~~SEC. 4.~~

27 *SEC. 5.* Section 406 of the Vehicle Code is amended to read:

28 406. (a) (1) A “moped” is a two-wheeled or three-wheeled
 29 device that has an electric motor *of less than 3,000 watts* or an
 30 internal combustion engine that produces less than 4 gross brake
 31 horsepower, is capable of propelling the device at a maximum
 32 speed of not more than 30 miles per hour on level ground, is
 33 designed for highway use, complies with all applicable federal
 34 motor safety standards contained in Part 571 (commencing with
 35 Section 571.1) of Title 49 of the Code of Federal Regulations, and
 36 is equipped in accordance with the requirements of this code.

37 (2) A moped does not include an electric bicycle, motor-driven
 38 cycle, motorized scooter, pocket bike, or off-highway electric
 39 motorcycle.

1 (3) A moped may be equipped with operable pedals for
2 propulsion by human power.

3 (b) In addition to any penalties imposed under this code,
4 advertising or selling a moped as an “e-bike” or any class of electric
5 bicycle shall constitute a misleading statement within the meaning
6 of ~~Section~~ *Sections 17200 and 17500* of the Business and
7 Professions Code.

8 (c) A moped is formerly also referred to as a “motorized bicyele”
9 *bicycle.*”

10

11 ~~“YOUR INSURANCE POLICIES MAY NOT PROVIDE~~
12 ~~COVERAGE FOR ACCIDENTS INVOLVING THE USE OF~~
13 ~~THIS BICYCLE. TO DETERMINE IF COVERAGE IS~~
14 ~~PROVIDED YOU SHOULD CONTACT YOUR INSURANCE~~
15 ~~COMPANY OR AGENT.”~~

16

17 ~~SEC. 5.~~

18 *SEC. 6.* Section 426 of the Vehicle Code is amended to read:

19 426. “New motor vehicle dealer” is a dealer who, in addition
20 to the requirements of that section, either acquires for resale new
21 and unregistered motor vehicles from manufacturers or distributors
22 of those motor vehicles or acquires for resale new off-highway
23 motorcycles, off-highway electric motorcycles, or all-terrain
24 vehicles from manufacturers or distributors of the vehicles. A
25 distinction shall not be made, nor any different construction be
26 given to the definition of “new motor vehicle dealer” and “dealer”
27 except for the application of the provisions of Chapter 6
28 (commencing with Section 3000) of Division 2 and Sections 4456,
29 4750.6, and 11704.5. Sections 3001 and 3003 do not, however,
30 apply to a dealer who deals exclusively in motorcycles, all-terrain
31 vehicles, or recreational vehicles, as defined in subdivision (a) of
32 Section 18010 of the Health and Safety Code.

33 ~~SEC. 6.~~

34 *SEC. 7.* Section 472 of the Vehicle Code is amended to read:

35 472. A “pilot car” is a motor vehicle, except a motorcycle,
36 moped, or motorized quadricycle, which is used to escort one or
37 more other vehicles, when required, due to the vehicles’ size or
38 character of load, in accordance with conditions set forth in a
39 permit issued by the appropriate state agency or by a local
40 authority.

1 ~~SEC. 7.~~

2 *SEC. 8.* Section 672 of the Vehicle Code is amended to read:

3 672. (a) "Vehicle manufacturer" is any person who produces
4 from raw materials or new basic components a vehicle of a type
5 subject to registration under this code, off-highway motorcycles,
6 off-highway electric motorcycles, or all-terrain vehicles subject
7 to identification under this code, or trailers subject to identification
8 pursuant to Section 5014.1, or who permanently alters, for purposes
9 of retail sales, new commercial vehicles by converting the vehicles
10 into house cars that display the insignia of approval required by
11 Section 18056 of the Health and Safety Code and any regulations
12 issued pursuant thereto by the Department of Housing and
13 Community Development. As used in this section, "permanently
14 alters" does not include the permanent attachment of a camper to
15 a vehicle.

16 (b) A vehicle manufacturer that produces a vehicle of a type
17 subject to registration that consists of used or reconditioned parts,
18 for the purposes of the code, is a remanufacturer, as defined in
19 Section 507.8.

20 (c) Unless a vehicle manufacturer either grants franchises to
21 franchisees in this state, or issues vehicle warranties directly to
22 franchisees in this state or consumers in this state, the manufacturer
23 shall have an established place of business or a representative in
24 this state.

25 (d) The scope and application of this section are limited to
26 Division 2 (commencing with Section 1500) and Division 5
27 (commencing with Section 11100).

28 ~~SEC. 8.~~

29 *SEC. 9.* Section 4020 of the Vehicle Code is amended to read:

30 4020. A moped operated upon a highway is exempt from
31 registration.

32 ~~SEC. 9.~~

33 *SEC. 10.* The heading of Article 8.1 (commencing with Section
34 5030) of Chapter 1 of Division 3 of the Vehicle Code is amended
35 to read:

36
37 Article 8.1. mopeds
38

39 ~~SEC. 10.~~

40 *SEC. 11.* Section 5030 of the Vehicle Code is amended to read:

1 5030. A moped is required to display a special license plate
2 issued by the department.

3 ~~SEC. 11.~~

4 *SEC. 12.* Section 5031 of the Vehicle Code is amended to read:

5 5031. An application by a person other than a manufacturer or
6 dealer for a license plate for a moped shall include all the
7 following:

8 (a) The true, full name and the driver's license or identification
9 card number, if any, of the owner.

10 (b) A description of the moped, including any distinctive marks
11 or features.

12 (c) Other information as may reasonably be required by the
13 department to determine whether a license plate shall be issued
14 for the moped.

15 ~~SEC. 12.~~

16 *SEC. 13.* Section 5032 of the Vehicle Code is amended to read:

17 5032. (a) The application for a special license plate for a moped
18 shall be made before the moped is operated or moved upon a
19 highway, except that, upon the retail sale of a moped when there
20 is no license plate, the operator may operate the moped for a period
21 of five days from and including the date of sale, at which time
22 application shall be made to the department for a special license
23 plate. If the fifth day should fall on Saturday, Sunday, or a holiday,
24 the application shall be made on the first business day thereafter.

25 (b) The five-day operating provision set forth in subdivision (a)
26 shall apply only if the operator has in their immediate possession
27 evidence that the moped was purchased within the last five days
28 including the date of sale.

29 ~~SEC. 13.~~

30 *SEC. 14.* Section 5033 of the Vehicle Code is amended to read:

31 5033. Upon proper application and payment of the fees
32 specified in Section 5036, the department shall issue a special
33 license plate and an identification card for the moped for which
34 application was made. Applications may be submitted by mail
35 unless the department determines that it is not feasible to complete
36 the identification process by such method.

37 ~~SEC. 14.~~

38 *SEC. 15.* Section 5034 of the Vehicle Code is amended to read:

39 5034. (a) The department may issue a special license plate or
40 other suitable device to a manufacturer or dealer of mopeds upon

1 payment of the fee specified in Section 5036. The license plate
2 shall be of a size, color and configuration determined by the
3 department. The form of the application shall also be determined
4 by the department.

5 (b) A manufacturer or dealer of mopeds may operate or move
6 a moped upon the highways during the delivery of, or during the
7 demonstration for the sale of, the moped if the moped displays
8 thereon a license plate or other suitable device issued to the
9 manufacturer or dealer.

10 ~~SEC. 15.~~

11 *SEC. 16.* Section 5035 of the Vehicle Code is amended to read:

12 5035. Each license plate issued under Section 5033 shall bear
13 a distinctive number to identify the moped for which it is issued
14 and shall bear a symbol, letter, or word to distinguish license plates
15 issued under this article from license plates issued for motorcycles
16 and motor-driven cycles. The owner, upon being issued a license
17 plate, shall attach it to the moped for which it is issued and shall
18 carry the identification card issued by the department as provided
19 in Section 4454. It shall be unlawful for any person to attach or
20 use the license plate upon any other moped or vehicle. If the moped
21 is destroyed, the owner shall destroy the license plate and shall
22 within 10 days notify the department on a form approved by the
23 department that the moped and license plate have been destroyed.

24 If the ownership of the moped is transferred to another person,
25 that person shall submit, within 10 days, proper application as
26 provided in Section 5031. The license plate shall remain with the
27 moped

28 ~~SEC. 16.~~

29 *SEC. 17.* Section 5036 of the Vehicle Code is amended to read:

30 5036. A service fee of fifteen dollars (\$15) shall be paid for
31 the issuance or transfer of a special license plate for mopeds.
32 Publicly-owned mopeds are exempt from the fee.

33 ~~SEC. 17.~~

34 *SEC. 18.* Section 5037 of the Vehicle Code is amended to read:

35 5037. (a) A moped first sold on or after July 1, 1981, shall not
36 be moved or operated upon a highway unless the owner first makes
37 application for a license plate and, when received, attaches it to
38 the moped as provided in this article.

39 (b) Mopeds first sold prior to July 1, 1981, shall not be moved
40 or operated upon a highway after January 1, 1982, unless the owner

1 makes application for a license plate and, when received, attaches
2 it to the moped as provided in this article.

3 ~~SEC. 18.~~

4 *SEC. 19.* Section 5038 of the Vehicle Code is amended to read:
5 5038. The department shall establish a record system that
6 provides for identification of stolen mopeds.

7 ~~SEC. 19.~~

8 *SEC. 20.* Section 5039 of the Vehicle Code is amended to read:
9 5039. Notwithstanding any other provision of law, no dealer,
10 manufacturer, salesman, or representative of mopeds exclusively
11 is required to be licensed or permitted pursuant to Chapter 4
12 (commencing with Section 11700) of Division 5.

13 ~~SEC. 20.~~

14 *SEC. 21.* Section 12500 of the Vehicle Code is amended to
15 read:

16 12500. (a) A person may not drive a motor vehicle upon a
17 highway, unless the person then holds a valid driver's license
18 issued under this code, except those persons who are expressly
19 exempted under this code.

20 (b) A person may not drive a motorcycle, motor-driven cycle,
21 or moped upon a highway, unless the person then holds a valid
22 driver's license or endorsement issued under this code for that
23 class, except those persons who are expressly exempted under this
24 code, or those persons specifically authorized to operate mopeds
25 or motorized scooters with a valid driver's license of any class, as
26 specified in subdivision (h) of Section 12804.9.

27 (c) A person may not drive a motor vehicle in or upon any
28 offstreet parking facility, unless the person then holds a valid
29 driver's license of the appropriate class or certification to operate
30 the vehicle. As used in this subdivision, "offstreet parking facility"
31 means any offstreet facility held open for use by the public for
32 parking vehicles and includes any publicly owned facilities for
33 offstreet parking, and privately owned facilities for offstreet parking
34 where no fee is charged for the privilege to park and which are
35 held open for the common public use of retail customers.

36 (d) A person may not drive a motor vehicle or combination of
37 vehicles that is not of a type for which the person is licensed.

38 (e) A motorized scooter operated on public streets shall at all
39 times be equipped with an engine that complies with the applicable
40 State Air Resources Board emission requirements.

1 ~~SEC. 21.~~

2 *SEC. 22.* Section 12509 of the Vehicle Code is amended to
3 read:

4 12509. (a) Except as otherwise provided in subdivision (f) of
5 Section 12514, the department, for good cause, may issue an
6 instruction permit to a physically and mentally qualified person
7 who meets one of the following requirements and who applies to
8 the department for an instruction permit:

9 (1) Is 15 years and 6 months of age or older, and has successfully
10 completed approved courses in automobile driver education and
11 driver training as provided in paragraph (3) of subdivision (a) of
12 Section 12814.6.

13 (2) Is 15 years and 6 months of age or older, and has successfully
14 completed an approved course in automobile driver education and
15 is taking driver training as provided in paragraph (3) of subdivision
16 (a) of Section 12814.6.

17 (3) Is 15 years and 6 months of age and enrolled and
18 participating in an integrated automobile driver education and
19 training program as provided in subparagraph (B) of paragraph
20 (3) of subdivision (a) of Section 12814.6.

21 (4) Is over 16 years of age and is applying for a restricted
22 driver's license pursuant to Section 12814.7.

23 (5) Is over 17 years and 6 months of age.

24 (b) The applicant shall qualify for, and be issued, an instruction
25 permit within 12 months from the date of the application.

26 (c) An instruction permit issued pursuant to subdivision (a) shall
27 entitle the applicant to operate a vehicle, subject to the limitations
28 imposed by this section and any other provisions of law, upon the
29 highways for a period not exceeding 24 months from the date of
30 the application.

31 (d) Except as provided in Section 12814.6, a person, while
32 having in their immediate possession a valid permit issued pursuant
33 to paragraphs (1) to (3), inclusive, of, and paragraph (5) of,
34 subdivision (a), may operate a motor vehicle, other than a
35 motorcycle, motorized scooter, or a moped, when accompanied
36 by, and under the immediate supervision of, a California-licensed
37 driver with a valid license of the appropriate class who is 18 years
38 of age or over and whose driving privilege is not subject to
39 probation. An accompanying licensed driver at all times shall
40 occupy a position within the driver's compartment that would

1 enable the accompanying licensed driver to assist the person in
 2 controlling the vehicle as may be necessary to avoid a collision
 3 and to provide immediate guidance in the safe operation of the
 4 vehicle.

5 (e) A person, while having in their immediate possession a valid
 6 permit issued pursuant to paragraph (4) of subdivision (a), may
 7 only operate a government-owned motor vehicle, other than a
 8 motorcycle, motorized scooter, or a moped, when taking driver
 9 training instruction administered by the California National Guard.

10 (f) The department may also issue an instruction permit to a
 11 person who has been issued a valid driver's license to authorize
 12 the person to obtain driver training instruction and to practice that
 13 instruction in order to obtain another class of driver's license or
 14 an endorsement.

15 (g) The department may further restrict permits issued under
 16 subdivision (a) as it may determine to be appropriate to ensure the
 17 safe operation of a motor vehicle by the permittee.

18 ~~SEC. 22.~~

19 *SEC. 23.* Section 12509.5 of the Vehicle Code is amended to
 20 read:

21 12509.5. (a) A person shall obtain an instruction permit issued
 22 pursuant to this section before operating, or being issued a class
 23 M1 or M2 driver's license to operate, a two-wheel motorcycle,
 24 motor-driven cycle, moped, or bicycle with an attached motor.
 25 The person shall meet the following requirements to obtain an
 26 instruction permit for purposes of this section:

27 (1) If age 15 years and 6 months or older, but under the age of
 28 18 years, the applicant shall meet all of the following requirements:

29 (A) Have a valid class C license or complete driver education
 30 and training pursuant to paragraph (3) of subdivision (a) of Section
 31 12814.6.

32 (B) Successfully complete a motorcyclist safety program that
 33 is operated pursuant to Article 2 (commencing with Section 2930)
 34 of Chapter 5 of Division 2.

35 (C) Pass the motorcycle driver's written exam.

36 (2) If 18 years of age or older, but under 21 years of age, the
 37 applicant shall meet both of the following requirements:

38 (A) Successfully complete a motorcyclist safety program that
 39 is operated pursuant to Article 2 (commencing with Section 2930)
 40 of Chapter 5 of Division 2.

1 (B) Pass the motorcycle driver's written exam.
 2 (3) If 21 years of age or older, pass the motorcycle driver's
 3 written exam.

4 (b) A person described in paragraph (1) or (2) of subdivision
 5 (a) shall hold an instruction permit issued pursuant to this section
 6 for a minimum of six months before being issued a class M1 or
 7 M2 license.

8 (c) A person issued an instruction permit pursuant to this section
 9 shall not operate a two-wheel motorcycle, motor-driven cycle,
 10 moped, or bicycle with an attached motor during the hours of
 11 darkness, shall stay off any freeways that have full control of access
 12 and have no crossings at grade, and shall not carry any passenger
 13 except an instructor licensed under Chapter 1 (commencing with
 14 Section 11100) of Division 5 or a qualified instructor as defined
 15 in Section 41907 of the Education Code.

16 (d) An instruction permit issued pursuant to this section shall
 17 be valid for a period not exceeding 24 months from the date of
 18 application.

19 (e) The department may perform, during regularly scheduled
 20 computer system maintenance and upgrades, any necessary
 21 software updates related to the changes made by the addition,
 22 during the 2009–10 Regular Session, of this section.

23 ~~SEC. 23.~~

24 *SEC. 24.* Section 12804.9 of the Vehicle Code, as amended by
 25 Section 3 of Chapter 16 of the Statutes of 2025, is amended to
 26 read:

27 12804.9. (a) (1) The examination shall include all of the
 28 following:

29 (A) A test of the applicant's knowledge and understanding of
 30 the provisions of this code governing the operation of vehicles
 31 upon the highways.

32 (B) A test of the applicant's ability to read and understand
 33 simple English used in highway traffic and directional signs.

34 (C) A test of the applicant's understanding of traffic signs and
 35 signals, including the bikeway signs, markers, and traffic control
 36 devices established by the Department of Transportation.

37 (D) An actual demonstration of the applicant's ability to exercise
 38 ordinary and reasonable control in operating a motor vehicle by
 39 driving it under the supervision of an examining officer. The
 40 applicant shall submit to an examination appropriate to the type

1 of motor vehicle or combination of vehicles the applicant desires
2 a license to drive, except that the department may waive the driving
3 test part of the examination for any applicant who submits a license
4 issued by another state, territory, or possession of the United States,
5 the District of Columbia, or the Commonwealth of Puerto Rico if
6 the department verifies through any acknowledged national driver
7 record data source that there are no stops, holds, or other
8 impediments to its issuance. The examining officer may request
9 to see evidence of financial responsibility for the vehicle before
10 supervising the demonstration of the applicant's ability to operate
11 the vehicle. The examining officer may refuse to examine an
12 applicant who is unable to provide proof of financial responsibility
13 for the vehicle, unless proof of financial responsibility is not
14 required by this code.

15 (E) A test of the hearing and eyesight of the applicant, and of
16 other matters that may be necessary to determine the mental and
17 physical fitness of the applicant to operate a motor vehicle upon
18 the highways, and whether any grounds exist for refusal of a license
19 under this code.

20 (2) (A) Before a class A or class B driver's license, or class C
21 driver's license with a commercial endorsement, may be issued
22 or renewed, the applicant shall have in the applicant's driver record
23 a valid report of a medical examination of the applicant given not
24 more than two years before the date of the application by a health
25 care professional. As used in this paragraph, "health care
26 professional" means a person who is licensed, certified, or
27 registered in accordance with applicable state laws and regulations
28 to practice medicine and perform physical examinations in the
29 United States. Health care professionals are doctors of medicine,
30 doctors of osteopathy, physician assistants, and registered advanced
31 practice nurses, or doctors of chiropractic who are clinically
32 competent to perform the medical examination presently required
33 of motor carrier drivers by the United States Department of
34 Transportation. The report shall be on a form approved by the
35 department. In establishing the requirements, consideration may
36 be given to the standards presently required of motor carrier drivers
37 by the Federal Motor Carrier Safety Administration.

38 (B) The department may accept a federal waiver of one or more
39 physical qualification standards if the waiver is accompanied by
40 a report of a nonqualifying medical examination for a class A or

1 class B driver's license, or class C driver's license with a
2 commercial endorsement, pursuant to Section 391.41(a)(3)(ii) of
3 Subpart E of Part 391 of Title 49 of the Code of Federal
4 Regulations.

5 (3) A physical defect of the applicant that, in the opinion of the
6 department, is compensated for to ensure safe driving ability, shall
7 not prevent the issuance of a license to the applicant.

8 (b) In accordance with the following classifications, an applicant
9 for a driver's license shall be required to submit to an examination
10 appropriate to the type of motor vehicle or combination of vehicles
11 the applicant desires a license to drive:

12 (1) Class A includes the following:

13 (A) Except as provided in subparagraph (H) of paragraph (3),
14 a combination of vehicles, if a vehicle being towed has a gross
15 vehicle weight rating or gross vehicle weight of more than 10,000
16 pounds.

17 (B) A vehicle towing more than one vehicle.

18 (C) A trailer bus.

19 (D) The operation of all vehicles under class B and class C.

20 (2) Class B includes the following:

21 (A) Except as provided in subparagraph (H) of paragraph (3),
22 a single vehicle with a gross vehicle weight rating or gross vehicle
23 weight of more than 26,000 pounds.

24 (B) A single vehicle with three or more axles, except any
25 three-axle vehicle weighing less than 6,000 pounds.

26 (C) A bus with a gross vehicle weight rating or gross vehicle
27 weight of more than 26,000 pounds, except a trailer bus.

28 (D) A farm labor vehicle.

29 (E) A single vehicle with three or more axles or a gross vehicle
30 weight rating or gross vehicle weight of more than 26,000 pounds
31 towing another vehicle with a gross vehicle weight rating or gross
32 vehicle weight of 10,000 pounds or less.

33 (F) A house car over 40 feet in length, excluding safety devices
34 and safety bumpers.

35 (G) The operation of all vehicles covered under class C.

36 (3) Class C includes the following:

37 (A) A two-axle vehicle with a gross vehicle weight rating or
38 gross vehicle weight of 26,000 pounds or less, including when the
39 vehicle is towing a trailer or semitrailer with a gross vehicle weight
40 rating or gross vehicle weight of 10,000 pounds or less.

1 (B) Notwithstanding subparagraph (A), a two-axle vehicle
2 weighing 4,000 pounds or more unladen when towing a trailer
3 coach not exceeding 9,000 pounds gross.

4 (C) A house car of 40 feet in length or less.

5 (D) A three-axle vehicle weighing 6,000 pounds gross or less.

6 (E) A house car of 40 feet in length or less or a vehicle towing
7 another vehicle with a gross vehicle weight rating of 10,000 pounds
8 or less, including when a tow dolly is used. A person driving a
9 vehicle may not tow another vehicle in violation of Section 21715.

10 (F) (i) A two-axle vehicle weighing 4,000 pounds or more
11 unladen when towing either a trailer coach or a fifth-wheel travel
12 trailer not exceeding 10,000 pounds gross vehicle weight rating,
13 when the towing of the trailer is not for compensation.

14 (ii) A two-axle vehicle weighing 4,000 pounds or more unladen
15 when towing a fifth-wheel travel trailer exceeding 10,000 pounds,
16 but not exceeding 15,000 pounds, gross vehicle weight rating,
17 when the towing of the trailer is not for compensation, and if the
18 person has passed a specialized written examination provided by
19 the department relating to the knowledge of this code and other
20 safety aspects governing the towing of recreational vehicles upon
21 the highway.

22 (iii) The authority to operate combinations of vehicles under
23 this subparagraph may be granted by endorsement on a class C
24 license upon completion of that written examination.

25 (G) A vehicle or combination of vehicles with a gross
26 combination weight rating or a gross vehicle weight rating, as
27 those terms are defined in subdivisions (j) and (k), respectively,
28 of Section 15210, of 26,000 pounds or less, if all of the following
29 conditions are met:

30 (i) Is operated by a farmer, an employee of a farmer, or an
31 instructor credentialed in agriculture as part of an instructional
32 program in agriculture at the high school, community college, or
33 university level.

34 (ii) Is used exclusively in the conduct of agricultural operations.

35 (iii) Is not used in the capacity of a for-hire carrier or for
36 compensation.

37 (H) Firefighting equipment, provided that the equipment is
38 operated by a person who holds a firefighter endorsement pursuant
39 to Section 12804.11.

40 (I) A motorized scooter.

1 (J) A bus with a gross vehicle weight rating or gross vehicle
2 weight of 26,000 pounds or less, except a trailer bus.

3 (K) Class C does not include a two-wheel motorcycle or a
4 two-wheel motor-driven cycle.

5 (4) Class M1. A two-wheel motorcycle or a motor-driven cycle.
6 Authority to operate a vehicle included in a class M1 license may
7 be granted by endorsement on a class A, B, or C license upon
8 completion of an appropriate examination.

9 (5) (A) Class M2 includes a moped or a bicycle with an attached
10 motor, except an electric bicycle as described in subdivision (a)
11 of Section 312.5.

12 (B) Authority to operate vehicles included in class M2 may be
13 granted by endorsement on a class A, B, or C license upon
14 completion of an appropriate examination. Persons holding a class
15 M1 license or endorsement may operate vehicles included in class
16 M2 without further examination.

17 (c) A driver's license or driver certificate is not valid for
18 operating a commercial motor vehicle, as defined in subdivision
19 (b) of Section 15210, any other motor vehicle listed in paragraph
20 (1) or (2) of subdivision (b), or any other vehicle requiring a driver
21 to hold any driver certificate or any driver's license endorsement
22 under Section 15275, unless a medical certificate approved by the
23 department that has been issued within two years of the date of
24 the operation of that vehicle and a copy of the medical examination
25 report from which the certificate was issued is on file with the
26 department. Otherwise, the license is valid only for operating class
27 C vehicles that are not commercial vehicles, as defined in
28 subdivision (b) of Section 15210, and for operating class M1 or
29 M2 vehicles, if so endorsed, that are not commercial vehicles, as
30 defined in subdivision (b) of Section 15210.

31 (d) A license or driver certificate issued before the enactment
32 of Chapter 7 (commencing with Section 15200) is valid to operate
33 the class or type of vehicles specified under the law in existence
34 before that enactment until the license or certificate expires or is
35 otherwise suspended, revoked, or canceled. Upon application for
36 renewal or replacement of a driver's license, endorsement, or
37 certificate required to operate a commercial motor vehicle, a valid
38 medical certificate on a form approved by the department shall be
39 submitted to the department.

1 (e) The department may accept a certificate of driving skill that
2 is issued by an employer, authorized by the department to issue a
3 certificate under Section 15250, of the applicant, in lieu of a driving
4 test, on class A or B applications, if the applicant has first qualified
5 for a class C license and has met the other examination
6 requirements for the license for which the applicant is applying.
7 The certificate may be submitted as evidence of the applicant's
8 skill in the operation of the types of equipment covered by the
9 license for which the applicant is applying.

10 (f) The department may accept a certificate of competence in
11 lieu of a driving test on class M1 or M2 applications, when the
12 certificate is issued by a law enforcement agency for its officers
13 who operate class M1 or M2 vehicles in their duties, if the applicant
14 has met the other examination requirements for the license for
15 which the applicant is applying.

16 (g) The department may accept a certificate of satisfactory
17 completion of a motorcyclist training program approved by the
18 commissioner pursuant to Section 2932 in lieu of a driving test on
19 class M1 or M2 applications, if the applicant has met the other
20 examination requirements for the license for which the applicant
21 is applying. The department shall review and approve the written
22 and driving test used by a program to determine whether the
23 program may issue a certificate of completion.

24 (h) Notwithstanding subdivision (b), a person holding a valid
25 California driver's license of any class may operate a short-term
26 rental moped without taking any special examination for the
27 operation of a moped, and without having a class M2 endorsement
28 on that license. As used in this subdivision, "short-term" means
29 48 hours or less.

30 (i) A person under 21 years of age shall not be issued a class
31 M1 or M2 license or endorsement unless the person provides
32 evidence satisfactory to the department of completion of a novice
33 motorcycle safety training program that is operated pursuant to
34 Article 2 (commencing with Section 2930) of Chapter 5 of Division
35 2.

36 (j) A driver of a vanpool vehicle may operate with a class C
37 license but shall possess evidence of a medical examination
38 required for a class B license when operating vanpool vehicles. In
39 order to be eligible to drive the vanpool vehicle, the driver shall
40 keep in the vanpool vehicle a statement, signed under penalty of

1 perjury, that the driver has not been convicted of reckless driving,
2 drunk driving, or a hit-and-run offense in the last five years.

3 (k) This section shall remain in effect only until January 1, 2029,
4 and as of that date is repealed.

5 ~~SEC. 24.~~

6 *SEC. 25.* Section 12804.9 of the Vehicle Code, as amended by
7 Section 4 of Chapter 16 of the Statutes of 2025, is amended to
8 read:

9 12804.9. (a) (1) The examination shall include all of the
10 following:

11 (A) A test of the applicant's knowledge and understanding of
12 the provisions of this code governing the operation of vehicles
13 upon the highways.

14 (B) A test of the applicant's ability to read and understand
15 simple English used in highway traffic and directional signs.

16 (C) A test of the applicant's understanding of traffic signs and
17 signals, including the bikeway signs, markers, and traffic control
18 devices established by the Department of Transportation.

19 (D) An actual demonstration of the applicant's ability to exercise
20 ordinary and reasonable control in operating a motor vehicle by
21 driving it under the supervision of an examining officer. The
22 applicant shall submit to an examination appropriate to the type
23 of motor vehicle or combination of vehicles the applicant desires
24 a license to drive, except that the department may waive the driving
25 test part of the examination for any applicant who submits a license
26 issued by another state, territory, or possession of the United States,
27 the District of Columbia, or the Commonwealth of Puerto Rico if
28 the department verifies through any acknowledged national driver
29 record data source that there are no stops, holds, or other
30 impediments to its issuance. The examining officer may request
31 to see evidence of financial responsibility for the vehicle before
32 supervising the demonstration of the applicant's ability to operate
33 the vehicle. The examining officer may refuse to examine an
34 applicant who is unable to provide proof of financial responsibility
35 for the vehicle, unless proof of financial responsibility is not
36 required by this code.

37 (E) A test of the hearing and eyesight of the applicant, and of
38 other matters that may be necessary to determine the mental and
39 physical fitness of the applicant to operate a motor vehicle upon

1 the highways, and whether any grounds exist for refusal of a license
2 under this code.

3 (2) (A) Before a class A or class B driver's license, or class C
4 driver's license with a commercial endorsement, may be issued
5 or renewed, the applicant shall have in the applicant's driver record
6 a valid report of a medical examination of the applicant given not
7 more than two years before the date of the application by a health
8 care professional. As used in this paragraph, "health care
9 professional" means a person who is licensed, certified, or
10 registered in accordance with applicable state laws and regulations
11 to practice medicine and perform physical examinations in the
12 United States. Health care professionals are doctors of medicine,
13 doctors of osteopathy, physician assistants, and registered advanced
14 practice nurses, or doctors of chiropractic who are clinically
15 competent to perform the medical examination presently required
16 of motor carrier drivers by the United States Department of
17 Transportation. The report shall be on a form approved by the
18 department. In establishing the requirements, consideration may
19 be given to the standards presently required of motor carrier drivers
20 by the Federal Motor Carrier Safety Administration.

21 (B) The department may accept a federal waiver of one or more
22 physical qualification standards if the waiver is accompanied by
23 a report of a nonqualifying medical examination for a class A or
24 class B driver's license, or class C driver's license with a
25 commercial endorsement, pursuant to Section 391.41(a)(3)(ii) of
26 Subpart E of Part 391 of Title 49 of the Code of Federal
27 Regulations.

28 (3) A physical defect of the applicant that, in the opinion of the
29 department, is compensated for to ensure safe driving ability, shall
30 not prevent the issuance of a license to the applicant.

31 (b) In accordance with the following classifications, an applicant
32 for a driver's license shall be required to submit to an examination
33 appropriate to the type of motor vehicle or combination of vehicles
34 the applicant desires a license to drive:

35 (1) Class A includes the following:

36 (A) Except as provided in subparagraph (H) of paragraph (3),
37 a combination of vehicles, if a vehicle being towed has a gross
38 vehicle weight rating or gross vehicle weight of more than 10,000
39 pounds.

40 (B) A vehicle towing more than one vehicle.

- 1 (C) A trailer bus.
2 (D) The operation of all vehicles under class B and class C.
3 (2) Class B includes the following:
4 (A) Except as provided in subparagraph (H) of paragraph (3),
5 a single vehicle with a gross vehicle weight rating or gross vehicle
6 weight of more than 26,000 pounds.
7 (B) A single vehicle with three or more axles, except any
8 three-axle vehicle weighing less than 6,000 pounds.
9 (C) A bus with a gross vehicle weight rating or gross vehicle
10 weight of more than 26,000 pounds, except a trailer bus.
11 (D) A farm labor vehicle.
12 (E) A single vehicle with three or more axles or a gross vehicle
13 weight rating or gross vehicle weight of more than 26,000 pounds
14 towing another vehicle with a gross vehicle weight rating or gross
15 vehicle weight of 10,000 pounds or less.
16 (F) A house car over 40 feet in length, excluding safety devices
17 and safety bumpers.
18 (G) The operation of all vehicles covered under class C.
19 (3) Class C includes the following:
20 (A) A two-axle vehicle with a gross vehicle weight rating or
21 gross vehicle weight of 26,000 pounds or less, including when the
22 vehicle is towing a trailer or semitrailer with a gross vehicle weight
23 rating or gross vehicle weight of 10,000 pounds or less.
24 (B) Notwithstanding subparagraph (A), a two-axle vehicle
25 weighing 4,000 pounds or more unladen when towing a trailer
26 coach not exceeding 9,000 pounds gross.
27 (C) A house car of 40 feet in length or less.
28 (D) A three-axle vehicle weighing 6,000 pounds gross or less.
29 (E) A house car of 40 feet in length or less or a vehicle towing
30 another vehicle with a gross vehicle weight rating of 10,000 pounds
31 or less, including when a tow dolly is used. A person driving a
32 vehicle may not tow another vehicle in violation of Section 21715.
33 (F) (i) A two-axle vehicle when towing a trailer exceeding
34 10,000 pounds, but not exceeding 15,000 pounds gross vehicle
35 weight rating or gross vehicle weight, if all of the following
36 conditions are met:
37 (I) The towing of the trailer is not for compensation or
38 commercial purposes.

1 (II) The trailer is coupled to the towing vehicle by a
2 bed-mounted gooseneck hitch or a fifth-wheel and kingpin
3 connection.

4 (III) The trailer is used exclusively for recreational purposes.

5 (IV) The trailer is used for the transportation of property or
6 human habitation, or both.

7 (V) The person has passed a specialized written examination
8 provided by the department relating to the knowledge of this code
9 and other safety aspects governing the towing of recreational
10 vehicles upon the highway.

11 (ii) A vehicle towing a fifth-wheel travel trailer exceeding
12 10,000 pounds, but not exceeding 15,000 pounds, gross vehicle
13 weight rating or gross vehicle weight, when the towing of the
14 trailer is not for compensation, and if the person has passed a
15 specialized written examination provided by the department
16 relating to the knowledge of this code and other safety aspects
17 governing the towing of recreational vehicles upon the highway.

18 (iii) The authority to operate combinations of vehicles under
19 this subparagraph may be granted by endorsement on a class C
20 license upon completion of that written examination.

21 (G) A vehicle or combination of vehicles with a gross
22 combination weight rating or a gross vehicle weight rating, as
23 those terms are defined in subdivisions (j) and (k), respectively,
24 of Section 15210, of 26,000 pounds or less, if all of the following
25 conditions are met:

26 (i) Is operated by a farmer, an employee of a farmer, or an
27 instructor credentialed in agriculture as part of an instructional
28 program in agriculture at the high school, community college, or
29 university level.

30 (ii) Is used exclusively in the conduct of agricultural operations.

31 (iii) Is not used in the capacity of a for-hire carrier or for
32 compensation.

33 (H) Firefighting equipment, provided that the equipment is
34 operated by a person who holds a firefighter endorsement pursuant
35 to Section 12804.11.

36 (I) A motorized scooter.

37 (J) A bus with a gross vehicle weight rating or gross vehicle
38 weight of 26,000 pounds or less, except a trailer bus.

39 (K) Class C does not include a two-wheel motorcycle or a
40 two-wheel motor-driven cycle.

1 (4) Class M1. A two-wheel motorcycle or a motor-driven cycle.
2 Authority to operate a vehicle included in a class M1 license may
3 be granted by endorsement on a class A, B, or C license upon
4 completion of an appropriate examination.

5 (5) (A) Class M2 includes a moped or a bicycle with an attached
6 motor, except an electric bicycle as described in subdivision (a)
7 of Section 312.5.

8 (B) Authority to operate vehicles included in class M2 may be
9 granted by endorsement on a class A, B, or C license upon
10 completion of an appropriate examination. Persons holding a class
11 M1 license or endorsement may operate vehicles included in class
12 M2 without further examination.

13 (c) A driver's license or driver certificate is not valid for
14 operating a commercial motor vehicle, as defined in subdivision
15 (b) of Section 15210, any other motor vehicle listed in paragraph
16 (1) or (2) of subdivision (b), or any other vehicle requiring a driver
17 to hold any driver certificate or any driver's license endorsement
18 under Section 15275, unless a medical certificate approved by the
19 department that has been issued within two years of the date of
20 the operation of that vehicle and a copy of the medical examination
21 report from which the certificate was issued is on file with the
22 department. Otherwise, the license is valid only for operating class
23 C vehicles that are not commercial vehicles, as defined in
24 subdivision (b) of Section 15210, and for operating class M1 or
25 M2 vehicles, if so endorsed, that are not commercial vehicles, as
26 defined in subdivision (b) of Section 15210.

27 (d) A license or driver certificate issued before the enactment
28 of Chapter 7 (commencing with Section 15200) is valid to operate
29 the class or type of vehicles specified under the law in existence
30 before that enactment until the license or certificate expires or is
31 otherwise suspended, revoked, or canceled. Upon application for
32 renewal or replacement of a driver's license, endorsement, or
33 certificate required to operate a commercial motor vehicle, a valid
34 medical certificate on a form approved by the department shall be
35 submitted to the department.

36 (e) The department may accept a certificate of driving skill that
37 is issued by an employer, authorized by the department to issue a
38 certificate under Section 15250, of the applicant, in lieu of a driving
39 test, on class A or B applications, if the applicant has first qualified
40 for a class C license and has met the other examination

1 requirements for the license for which the applicant is applying.
2 The certificate may be submitted as evidence of the applicant's
3 skill in the operation of the types of equipment covered by the
4 license for which the applicant is applying.

5 (f) The department may accept a certificate of competence in
6 lieu of a driving test on class M1 or M2 applications, when the
7 certificate is issued by a law enforcement agency for its officers
8 who operate class M1 or M2 vehicles in their duties, if the applicant
9 has met the other examination requirements for the license for
10 which the applicant is applying.

11 (g) The department may accept a certificate of satisfactory
12 completion of a motorcyclist training program approved by the
13 commissioner pursuant to Section 2932 in lieu of a driving test on
14 class M1 or M2 applications, if the applicant has met the other
15 examination requirements for the license for which the applicant
16 is applying. The department shall review and approve the written
17 and driving test used by a program to determine whether the
18 program may issue a certificate of completion.

19 (h) Notwithstanding subdivision (b), a person holding a valid
20 California driver's license of any class may operate a short-term
21 rental moped without taking any special examination for the
22 operation of a moped, and without having a class M2 endorsement
23 on that license. As used in this subdivision, "short-term" means
24 48 hours or less.

25 (i) A person under 21 years of age shall not be issued a class
26 M1 or M2 license or endorsement unless the person provides
27 evidence satisfactory to the department of completion of a novice
28 motorcycle safety training program that is operated pursuant to
29 Article 2 (commencing with Section 2930) of Chapter 5 of Division
30 2.

31 (j) A driver of a vanpool vehicle may operate with a class C
32 license but shall possess evidence of a medical examination
33 required for a class B license when operating vanpool vehicles. In
34 order to be eligible to drive the vanpool vehicle, the driver shall
35 keep in the vanpool vehicle a statement, signed under penalty of
36 perjury, that the driver has not been convicted of reckless driving,
37 drunk driving, or a hit-and-run offense in the last five years.

38 (k) This section shall become operative on January 1, 2029.

1 ~~SEC. 25.~~

2 *SEC. 26.* Section 12814.6 of the Vehicle Code is amended to
3 read:

4 12814.6. (a) Except as provided in Section 12814.7, a driver's
5 license issued to a person at least 16 years of age but under 18
6 years of age shall be issued pursuant to the provisional licensing
7 program contained in this section. The program shall consist of
8 all of the following components:

9 (1) Upon application for an original license, the applicant shall
10 be issued an instruction permit pursuant to Section 12509. A person
11 who has in their immediate possession a valid permit issued
12 pursuant to Section 12509 may operate a motor vehicle, other than
13 a motorcycle or moped, only when the person is either taking the
14 driver training instruction referred to in paragraph (3) or practicing
15 that instruction, provided the person is accompanied by, and is
16 under the immediate supervision of, a California-licensed driver
17 25 years of age or older whose driving privilege is not on probation.
18 The age requirement of this paragraph does not apply if the licensed
19 driver is the parent, spouse, or guardian of the permitholder or is
20 a licensed or certified driving instructor.

21 (2) The person shall hold an instruction permit for not less than
22 six months prior to applying for a provisional driver's license.

23 (3) The person shall have complied with one of the following:

24 (A) Satisfactory completion of approved courses in automobile
25 driver education and driver training maintained pursuant to
26 provisions of the Education Code in any secondary school of
27 California, or equivalent instruction in a secondary school of
28 another state.

29 (B) Satisfactory completion of an integrated driver education
30 and training program that is approved by the department and
31 conducted by a driving instructor licensed under Chapter 1
32 (commencing with Section 11100) of Division 5. The program
33 shall utilize segmented modules, whereby a portion of the
34 educational instruction is provided by, and then reinforced through,
35 specific behind-the-wheel training before moving to the next phase
36 of driver education and training. The program shall contain a
37 minimum of 30 hours of classroom instruction and 6 hours of
38 behind-the-wheel training.

39 (C) Satisfactory completion of six hours or more of
40 behind-the-wheel instruction by a driving school or an independent

1 driving instructor licensed under Chapter 1 (commencing with
2 Section 11100) of Division 5 and either an accredited course in
3 automobile driver education in any secondary school of California
4 pursuant to provisions of the Education Code or satisfactory
5 completion of equivalent professional instruction acceptable to
6 the department. To be acceptable to the department, the
7 professional instruction shall meet minimum standards to be
8 prescribed by the department, and the standards shall be at least
9 equal to the requirements for driver education and driver training
10 contained in the rules and regulations adopted by the State Board
11 of Education pursuant to the Education Code. A person who has
12 complied with this subdivision shall not be required by the
13 governing board of a school district to comply with subparagraph
14 (A) in order to graduate from high school.

15 (D) Except as provided under subparagraph (B), a student may
16 not take driver training instruction, unless the student has
17 successfully completed driver education.

18 (4) The person shall complete 50 hours of supervised driving
19 practice prior to the issuance of a provisional license, which is in
20 addition to any other driver training instruction required by law.
21 Not less than 10 of the required practice hours shall include driving
22 during darkness, as defined in Section 280. Upon application for
23 a provisional license, the person shall submit to the department
24 the certification of a parent, spouse, guardian, or licensed or
25 certified driving instructor that the applicant has completed the
26 required amount of driving practice and is prepared to take the
27 department's driving test. A person without a parent, spouse,
28 guardian, or who is an emancipated minor, may have a licensed
29 driver 25 years of age or older or a licensed or certified driving
30 instructor complete the certification. This requirement does not
31 apply to motorcycle practice.

32 (5) The person shall successfully complete an examination
33 required by the department. Before retaking a test, the person shall
34 wait for not less than one week after failure of the written test and
35 for not less than two weeks after failure of the driving test.

36 (b) Except as provided in Section 12814.7, the provisional
37 driver's license shall be subject to all of the following restrictions:

38 (1) Except as specified in paragraph (2), during the first 12
39 months after issuance of a provisional license the licensee may
40 not do any of the following unless accompanied and supervised

1 by a licensed driver who is the licensee's parent or guardian, a
2 licensed driver who is 25 years of age or older, or a licensed or
3 certified driving instructor:

4 (A) Drive between the hours of 11 p.m. and 5 a.m.

5 (B) Transport passengers who are under 20 years of age.

6 (2) A licensee may drive between the hours of 11 p.m. and 5
7 a.m. or transport an immediate family member without being
8 accompanied and supervised by a licensed driver who is the
9 licensee's parent or guardian, a licensed driver who is 25 years of
10 age or older, or a licensed or certified driving instructor, in the
11 following circumstances:

12 (A) Medical necessity of the licensee when reasonable
13 transportation facilities are inadequate and operation of a vehicle
14 by a minor is necessary. The licensee shall keep in their possession
15 a signed statement from a physician familiar with the condition,
16 containing a diagnosis and probable date when sufficient recovery
17 will have been made to terminate the necessity.

18 (B) Schooling or school-authorized activities of the licensee
19 when reasonable transportation facilities are inadequate and
20 operation of a vehicle by a minor is necessary. The licensee shall
21 keep in their possession a signed statement from the school
22 principal, dean, or school staff member designated by the principal
23 or dean, containing a probable date that the schooling or
24 school-authorized activity will have been completed.

25 (C) Employment necessity of the licensee when reasonable
26 transportation facilities are inadequate and operation of a vehicle
27 by a minor is necessary. The licensee shall keep in their possession
28 a signed statement from the employer, verifying employment and
29 containing a probable date that the employment will have been
30 completed.

31 (D) Necessity of the licensee or the licensee's immediate family
32 member when reasonable transportation facilities are inadequate
33 and operation of a vehicle by a minor is necessary to transport the
34 licensee or the licensee's immediate family member. The licensee
35 shall keep in their possession a signed statement from a parent or
36 legal guardian verifying the reason and containing a probable date
37 that the necessity will have ceased.

38 (E) The licensee is an emancipated minor.

1 (c) A law enforcement officer shall not stop a vehicle for the
2 sole purpose of determining whether the driver is in violation of
3 the restrictions imposed under subdivision (b).

4 (d) A law enforcement officer shall not stop a vehicle for the
5 sole purpose of determining whether a driver who is subject to the
6 license restrictions in subdivision (b) is in violation of Article 2.5
7 (commencing with Section 118947) of Chapter 4 of Part 15 of
8 Division 104 of the Health and Safety Code.

9 (e) (1) Upon a finding that any licensee has violated paragraph
10 (1) of subdivision (b), the court shall impose one of the following:

11 (A) Not less than 8 hours nor more than 16 hours of community
12 service for a first offense and not less than 16 hours nor more than
13 24 hours of community service for a second or subsequent offense.

14 (B) A fine of not more than thirty-five dollars (\$35) for a first
15 offense and a fine of not more than fifty dollars (\$50) for a second
16 or subsequent offense.

17 (2) If the court orders community service, the court shall retain
18 jurisdiction until the hours of community service have been
19 completed.

20 (3) If the hours of community service have not been completed
21 within 90 days, the court shall impose a fine of not more than
22 thirty-five dollars (\$35) for a first offense and not more than fifty
23 dollars (\$50) for a second or subsequent offense.

24 (f) A conviction of paragraph (1) of subdivision (b), when
25 reported to the department, may not be disclosed as otherwise
26 specified in Section 1808 or constitute a violation point count value
27 pursuant to Section 12810.

28 (g) Any term of restriction or suspension of the driving privilege
29 imposed on a person pursuant to this subdivision shall remain in
30 effect until the end of the term even though the person becomes
31 18 years of age before the term ends.

32 (1) The driving privilege shall be suspended when the record
33 of the person shows one or more notifications issued pursuant to
34 former Section 40509 or former Section 40509.5. The suspension
35 shall continue until any notification issued pursuant to former
36 Section 40509 or former Section 40509.5 has been cleared.

37 (2) A 30-day restriction shall be imposed when a driver's record
38 shows a violation point count of two or more points in 12 months,
39 as determined in accordance with Section 12810. The restriction
40 shall require the licensee to be accompanied by a licensed parent,

1 spouse, guardian, or other licensed driver 25 years of age or older,
2 except when operating a class M vehicle, or so licensed, with no
3 passengers aboard.

4 (3) A 6-month suspension of the driving privilege and a one-year
5 term of probation shall be imposed whenever a licensee's record
6 shows a violation point count of three or more points in 12 months,
7 as determined in accordance with Section 12810. The terms and
8 conditions of probation shall include, but not be limited to, both
9 of the following:

10 (A) The person shall violate no law that, if resulting in
11 conviction, is reportable to the department under Section 1803.

12 (B) The person shall remain free from accident responsibility.

13 (h) Whenever action by the department under subdivision (g)
14 arises as a result of a motor vehicle accident, the person may, in
15 writing and within 10 days, demand a hearing to present evidence
16 that they were not responsible for the accident upon which the
17 action is based. Whenever action by the department is based upon
18 a conviction reportable to the department under Section 1803, the
19 person has no right to a hearing pursuant to Article 3 (commencing
20 with Section 14100) of Chapter 3.

21 (i) The department shall require a person whose driving privilege
22 is suspended or revoked pursuant to subdivision (g) to submit proof
23 of financial responsibility as defined in Section 16430. The proof
24 of financial responsibility shall be filed on or before the date of
25 reinstatement following the suspension or revocation. The proof
26 of financial responsibility shall be maintained with the department
27 for three years following the date of reinstatement.

28 (j) (1) Notwithstanding any other provision of this code, the
29 department may issue a distinctive driver's license, that displays
30 a distinctive color or a distinctively colored stripe or other
31 distinguishing characteristic, to persons at least 16 years of age
32 and older but under 18 years of age, and to persons 18 years of
33 age and older but under 21 years of age, so that the distinctive
34 license feature is immediately recognizable. The features shall
35 clearly differentiate between driver's licenses issued to persons at
36 least 16 years of age or older but under 18 years of age and to
37 persons 18 years of age or older but under 21 years of age.

38 (2) If changes in the format or appearance of driver's licenses
39 are adopted pursuant to this subdivision, those changes may be

1 implemented under any new contract for the production of driver's
2 licenses entered into after the adoption of those changes.

3 (k) The department shall include, on the face of the provisional
4 driver's license, the original issuance date of the provisional
5 driver's license in addition to any other issuance date.

6 (l) This section shall be known and may be cited as the
7 Brady-Jared Teen Driver Safety Act of 1997.

8 *SEC. 27. Section 21065 is added to the Vehicle Code, to read:*

9 *21065. Any incident report filed by a peace officer for an injury*
10 *or crash involving an electric bicycle, moped, or motor-driven*
11 *cycle shall include all of the information provided in subdivision*
12 *(a) or (b) of Section 27850. If the electric bicycle, moped, or*
13 *motor-driven cycle does not have the marking or label, the incident*
14 *report shall indicate that a marking or label was not available.*

15 ~~SEC. 26.~~

16 *SEC. 28.* Section 21113 of the Vehicle Code is amended to
17 read:

18 21113. (a) (1) Except as provided in paragraph (2), a person
19 shall not drive a vehicle or animal, or stop, park, or leave standing
20 a vehicle or animal, whether attended or unattended, upon the
21 driveways, paths, parking facilities, or the grounds of any of the
22 following:

23 (A) A public school, state university, state college, or an
24 educational institution exempted, in whole or in part, from taxation.

25 (B) A unit of the state park system.

26 (C) A county park.

27 (D) A municipal airport.

28 (E) A rapid transit district, transit development board, transit
29 district, public transportation agency, county transportation
30 commission created pursuant to Section 130050 of the Public
31 Utilities Code, or a joint powers agency operating or managing a
32 commuter rail system.

33 (F) Any property under the direct control of the legislative body
34 of a municipality.

35 (G) A state, county, or hospital district institution or building.

36 (H) Any harbor improvement district or harbor district formed
37 pursuant to Part 2 (commencing with Section 5800) or Part 3
38 (commencing with Section 6000) of Division 8 of the Harbors and
39 Navigation Code.

1 (I) A district organized pursuant to Part 3 (commencing with
2 Section 27000) of Division 16 of the Streets and Highways Code.

3 (J) State grounds served by the Department of the California
4 Highway Patrol.

5 (K) Any property under the possession or control of a housing
6 authority formed pursuant to Article 2 (commencing with Section
7 34240) of Chapter 1 of Part 2 of Division 24 of the Health and
8 Safety Code.

9 (2) The activities described in paragraph (1) may be performed
10 with the permission of, and upon and subject to any condition or
11 regulation that may be imposed by, the legislative body of the
12 municipality, or the governing board or officer of the public school,
13 state university, state college, county park, municipal airport, rapid
14 transit district, transit development board, transit district, public
15 transportation agency, county transportation commission, joint
16 powers agency operating or managing a commuter rail system, or
17 state, county, or hospital district institution or building, or
18 educational institution, or harbor district, or a district organized
19 pursuant to Part 3 (commencing with Section 27000) of Division
20 16 of the Streets and Highways Code, or housing authority, or the
21 Director of Parks and Recreation regarding units of the state park
22 system or the state agency with jurisdiction over the grounds served
23 by the Department of the California Highway Patrol.

24 (b) A governing board, legislative body, or officer shall erect
25 or place appropriate signs giving notice of any special conditions
26 or regulations that are imposed under this section and the governing
27 board, legislative body, or officer shall also prepare and keep
28 available at the principal administrative office of the governing
29 board, legislative body, or officer, for examination by all interested
30 persons, a written statement of all those special conditions and
31 regulations adopted pursuant to this section.

32 (c) When a governing board, legislative body, or officer permits
33 public traffic upon the driveways, paths, parking facilities, or
34 grounds under their control then, except for those conditions
35 imposed or regulations enacted by the governing board, legislative
36 body, or officer applicable to the traffic, all the provisions of this
37 code relating to traffic upon the highways shall be applicable to
38 the traffic upon the driveways, paths, parking facilities, or grounds.

39 (d) A public transportation agency that imposes any condition
40 or regulation upon a person who parks or leaves standing a vehicle,

1 pursuant to subdivision (a), is authorized to do either of the
2 following:

3 (1) Enforce that condition or regulation in the manner provided
4 in Article 3 (commencing with Section 40200) of Chapter 1 of
5 Division 17 of this code. The public transportation agency shall
6 be considered the issuing agency for that purpose.

7 (2) Designate regularly employed and salaried employees, who
8 are engaged in directing traffic or enforcing parking laws and
9 regulations, for the purpose of removing any vehicle in the same
10 manner as a city, county, or jurisdiction of a state agency pursuant
11 to Chapter 10 (commencing with Section 22650) of Division 11
12 of this code.

13 (e) With respect to the permitted use of vehicles or animals on
14 property under the direct control of the legislative body of a
15 municipality, no change in the use of vehicles or animals on the
16 property, that had been permitted on January 1, 1976, shall be
17 effective unless and until the legislative body, at a meeting open
18 to the general public, determines that the use of vehicles or animals
19 on the property should be prohibited or regulated.

20 (f) A transit development board may adopt ordinances, rules,
21 or regulations to restrict, or specify the conditions for, the use of
22 bicycles, mopeds, electric bicycles, skateboards, electrically
23 motorized boards, and roller skates on property under the control
24 of, or any portion of property used by, the board.

25 (g) A public agency, including, but not limited to, the Regents
26 of the University of California and the Trustees of the California
27 State University, may adopt rules or regulations to restrict, or
28 specify the conditions for, the use of bicycles, mopeds, electric
29 bicycles, skateboards, electrically motorized boards, and roller
30 skates on public property under the jurisdiction of that agency.

31 (h) "Housing authority," for the purposes of this section, means
32 a housing authority located within a county with a population of
33 over 6,000,000 people, and any other housing authority that
34 complies with the requirements of this section.

35 (i) "Public transportation agency," for purposes of this section,
36 means a public agency that provides public transportation as
37 defined in paragraph (1) of subdivision (f) of Section 1 of Article
38 XIX A of the California Constitution or a county transportation
39 commission created pursuant to Section 130050 of the Public
40 Utilities Code.

1 ~~SEC. 27.~~

2 *SEC. 29.* Section 21201.3 of the Vehicle Code is amended to
3 read:

4 21201.3. (a) A bicycle or moped used by a peace officer, as
5 defined in Section 830.1 of, subdivision (a), (b), (c), (d), (e), (f),
6 (g), or (i) of Section 830.2 of, subdivision (b) or (d) of Section
7 830.31 of, subdivision (a) or (b) of Section 830.32 of, Section
8 830.33 of, subdivision (a) of Section 830.36 of, subdivision (a) of
9 Section 830.4 of, or Section 830.6 of, the Penal Code, in the
10 performance of the peace officer's duties, may display a steady or
11 flashing blue warning light that is visible from the front, sides, or
12 rear of the bicycle or moped.

13 (b) No person shall display a steady or flashing blue warning
14 light on a bicycle or moped except as authorized under subdivision
15 (a).

16 ~~SEC. 28.~~

17 *SEC. 30.* Section 21203 of the Vehicle Code is amended to
18 read:

19 21203. No person riding upon any motorcycle, moped, bicycle,
20 coaster, roller skates, sled, or toy vehicle shall attach the same or
21 themselves to any streetcar or vehicle on the roadway.

22 ~~SEC. 29.~~

23 *SEC. 31.* Section 21207.5 of the Vehicle Code is amended to
24 read:

25 21207.5. (a) Notwithstanding Sections 21207 and 23127 of
26 this code, or any other law, a moped shall not be operated on a
27 bicycle path or trail, bikeway, bicycle lane established pursuant
28 to Section 21207, equestrian trail, or hiking or recreational trail,
29 unless it is within or adjacent to a roadway or unless the local
30 authority or the governing body of a public agency having
31 jurisdiction over the path or trail permits, by ordinance, that
32 operation.

33 (b) The local authority or governing body of a public agency
34 having jurisdiction over an equestrian trail, or hiking or recreational
35 trail, may prohibit, by ordinance, the operation of an electric
36 bicycle or any class of electric bicycle on that trail.

37 (c) The Department of Parks and Recreation may prohibit the
38 operation of an electric bicycle or any class of electric bicycle on
39 any bicycle path or trail within the department's jurisdiction.

1 ~~SEC. 30.~~

2 SEC. 32. Section 21209 of the Vehicle Code is amended to
3 read:

4 21209. (a) No person shall drive a motor vehicle in a bicycle
5 lane established on a roadway pursuant to Section 21207 except
6 as follows:

- 7 (1) To park where parking is permitted.
- 8 (2) To enter or leave the roadway.
- 9 (3) To prepare for a turn within a distance of 200 feet from the
10 intersection.

11 (b) This section does not prohibit the use of a moped in a bicycle
12 lane, pursuant to Section 21207.5, at a speed no greater than is
13 reasonable or prudent, having due regard for visibility, traffic
14 conditions, and the condition of the roadway surface of the bicycle
15 lane, and in a manner which does not endanger the safety of
16 bicyclists.

17 SEC. 33. *Article 9 (commencing with Section 21310) is added*
18 *to Chapter 1 of Division 11 of the Vehicle Code, to read:*

19
20 *Article 9. Unauthorized Devices*

21
22 21310. (a) *Notwithstanding any other law, a person shall not*
23 *operate a two-wheeled or three-wheeled device powered by an*
24 *electric motor that is capable of propelling the device at a speed*
25 *greater than 20 miles per hour on level ground on a highway or*
26 *public right-of-way when powered solely by the motor unless the*
27 *device meets a definition of a class of motor vehicle device that is*
28 *explicitly defined in Division 1 (commencing with Section 100),*
29 *complies with all applicable requirements for that motor vehicle,*
30 *and is explicitly authorized for use on a highway or public*
31 *right-of-way pursuant to this code.*

32 (b) *A vehicle described in subdivision (a) includes, without*
33 *limitation, any device that has multiple speed modes or settings,*
34 *notwithstanding that one or more of the settings limit the maximum*
35 *speed of the device to 20 miles per hour when powered solely by*
36 *the motor, and devices that are designed or designated by the*
37 *manufacturer for off-road use or for use on private land.*

38 ~~SEC. 31.~~

39 SEC. 34. Section 21712 of the Vehicle Code is amended to
40 read:

1 21712. (a) A person driving a motor vehicle shall not
2 knowingly permit a person to ride on a vehicle or upon a portion
3 of a vehicle that is not designed or intended for the use of
4 passengers.

5 (b) A person shall not ride on a vehicle or upon a portion of a
6 vehicle that is not designed or intended for the use of passengers.

7 (c) A person driving a motor vehicle shall not knowingly permit
8 a person to ride in the trunk of that motor vehicle.

9 (d) A person shall not ride in the trunk of a motor vehicle.

10 (e) A person violating subdivision (c) or (d) shall be punished
11 as follows:

12 (1) By a fine of one hundred dollars (\$100).

13 (2) For a second violation occurring within one year of a prior
14 violation that resulted in a conviction, a fine of two hundred dollars
15 (\$200).

16 (3) For a third or a subsequent violation occurring within one
17 year of two or more prior violations that resulted in convictions,
18 a fine of two hundred fifty dollars (\$250).

19 (f) Subdivisions (a) and (b) do not apply to an employee engaged
20 in the necessary discharge of their duty or in the case of persons
21 riding completely within or upon vehicle bodies in the space
22 intended for a load on the vehicle.

23 (g) A person shall not drive a motor vehicle that is towing a
24 trailer coach, camp trailer, or trailer carrying a vessel, containing
25 a passenger, except when a trailer carrying or designed to carry a
26 vessel is engaged in the launching or recovery of the vessel.

27 (h) A person shall not knowingly drive a motor vehicle that is
28 towing a person riding upon a motorcycle, moped, bicycle, coaster,
29 roller skates, sled, skis, or toy vehicle.

30 (i) Subdivision (g) does not apply to a trailer coach that is towed
31 with a fifth-wheel device if the trailer coach is equipped with safety
32 glazing materials wherever glazing materials are used in windows
33 or doors, with an audible or visual signaling device that a passenger
34 inside the trailer coach can use to gain the attention of the motor
35 vehicle driver, and with at least one unobstructed exit capable of
36 being opened from both the interior and exterior of the trailer
37 coach.

38 ~~SEC. 32.~~

39 *SEC. 35.* Section 21960 of the Vehicle Code is amended to
40 read:

1 21960. (a) The Department of Transportation and local
2 authorities, by order, ordinance, or resolution, with respect to
3 freeways, expressways, or designated portions thereof under their
4 respective jurisdictions, to which vehicle access is completely or
5 partially controlled, may prohibit or restrict the use of the freeways,
6 expressways, or any portion thereof by pedestrians, bicycles or
7 other nonmotorized traffic or by any person operating a
8 motor-driven cycle, moped, motorized scooter, or electrically
9 motorized board. A prohibition or restriction pertaining to bicycles,
10 motor-driven cycles, motorized scooters, or electrically motorized
11 boards shall be deemed to include mopeds. A person shall not
12 operate a moped wherever that prohibition or restriction is in force.
13 Notwithstanding any order, ordinance, or resolution to the contrary,
14 the driver or passengers of a disabled vehicle stopped on a freeway
15 or expressway may walk to the nearest exit, in either direction, on
16 that side of the freeway or expressway upon which the vehicle is
17 disabled, from which telephone or motor vehicle repair services
18 are available.

19 (b) The prohibitory regulation authorized by subdivision (a)
20 shall be effective when appropriate signs giving notice thereof are
21 erected upon any freeway or expressway and the approaches
22 thereto. If any portion of a county freeway or expressway is
23 contained within the limits of a city within the county, the county
24 may erect signs on that portion as required under this subdivision
25 if the ordinance has been approved by the city pursuant to
26 subdivision (b) of Section 1730 of the Streets and Highways Code.

27 (c) No ordinance or resolution of local authorities shall apply
28 to any state highway until the proposed ordinance or resolution
29 has been presented to, and approved in writing by, the Department
30 of Transportation.

31 (d) An ordinance or resolution adopted under this section on or
32 after January 1, 2005, to prohibit pedestrian access to a county
33 freeway or expressway shall not be effective unless it is supported
34 by a finding by the local authority that the freeway or expressway
35 does not have pedestrian facilities and pedestrian use would pose
36 a safety risk to the pedestrian.

37 *SEC. 36. Section 22651.08 of the Vehicle Code is amended to*
38 *read:*

39 22651.08. (a) A peace officer, as defined in Chapter 4.5
40 (commencing with Section 830) of Title 3 of Part 2 of the Penal

1 Code, may remove a vehicle located within the territorial limits
2 in which the officer may act, under either of the following
3 circumstances:

4 (1) A person is operating a vehicle with fewer than four wheels
5 that does not meet the definition of an electric bicycle set forth in
6 Section 312.5 and is both of the following:

7 (A) Powered by an electric motor capable of exclusively
8 propelling the vehicle in excess of 20 miles per hour on a highway.

9 (B) Being operated by an operator who is not licensed to operate
10 the vehicle.

11 (2) A person is operating a vehicle that is a class 3 electric
12 bicycle in violation of subdivision (a) of Section 21213.

13 (3) *A person is operating an unauthorized device, pursuant to*
14 *Article 9 (commencing with Section 21310) of Chapter 1 of*
15 *Division 11, on a highway or public right-of-way.*

16 (b) (1) A city, county, or city and county may adopt at a public
17 meeting a regulation, ordinance, or resolution imposing charges
18 equal to its administrative costs relating to the removal, seizure,
19 and storage costs. The charges shall not exceed the actual costs
20 incurred for the expenses directly related to removing, seizing,
21 and storing the vehicle.

22 (2) A local jurisdiction that has adopted a regulation, ordinance,
23 or resolution pursuant to paragraph (1) shall publicly and
24 conspicuously post the schedule of charges on their internet
25 website.

26 (c) An agency shall release a seized vehicle to the owner,
27 violator, or their agent after a minimum of 48 hours, if both of the
28 following conditions are met:

29 (1) The owner, violator, or authorized agent's request is made
30 during normal business hours.

31 (2) The applicable removal, seizure, and storage costs have been
32 paid.

33 (d) If a peace officer removes a vehicle pursuant to paragraph
34 (2) of subdivision (a), an agency may, as a condition of release,
35 require the owner, violator, or the parent or legal guardian of the
36 owner or violator to deliver proof that the violator has completed
37 an electric bicycle safety and training program, as described in
38 Section 894 of the Streets and Highways Code, or a related local
39 bicycle safety course, if one is available, as prescribed by
40 authorities in the local jurisdiction.

1 *SEC. 37. Section 23103 of the Vehicle Code is amended to*
 2 *read:*

3 23103. (a) A person who drives a vehicle upon a highway in
 4 willful or wanton disregard for the safety of persons or property
 5 is guilty of reckless driving.

6 (b) A person who drives a vehicle in an offstreet parking
 7 facility, as defined in subdivision (c) of Section 12500, in willful
 8 or wanton disregard for the safety of persons or property is guilty
 9 of reckless driving.

10 (c) *A person who operates a bicycle, including an electric*
 11 *bicycle, upon a highway in willful or wanton disregard for the*
 12 *safety of persons or property is guilty of reckless driving.*

13 (d) *A person who operates a bicycle, including an electric*
 14 *bicycle, in an offstreet parking facility, as defined in subdivision*
 15 *(c) of Section 12500, in willful or wanton disregard for the safety*
 16 *of persons or property is guilty of reckless driving.*

17 ~~(e)~~

18 (e) Except as otherwise provided in Section 40008, persons
 19 convicted of the offense of reckless driving shall be punished by
 20 imprisonment in a county jail for not less than five days nor more
 21 than 90 days or by a fine of not less than one hundred forty-five
 22 dollars (\$145) nor more than one thousand dollars (\$1,000), or by
 23 both that fine and imprisonment, except as provided in Section
 24 23104 or 23105.

25 ~~SEC. 33.~~

26 *SEC. 38. Section 23135 of the Vehicle Code is amended to*
 27 *read:*

28 23135. It is unlawful for any person to operate upon a highway
 29 any vehicle which was originally manufactured as a moped, as
 30 defined in Section 406, and which has been modified in such a
 31 manner that it no longer conforms to the definition of a moped.

32 ~~SEC. 34.~~

33 *SEC. 39. Section 23330 of the Vehicle Code is amended to*
 34 *read:*

35 23330. Except where a special permit has been obtained from
 36 the Department of Transportation under the provisions of Article
 37 6 (commencing with Section 35780) of Chapter 5 of Division 15,
 38 none of the following shall be permitted on any vehicular crossing:

39 (a) Animals while being led or driven, even though tethered or
 40 harnessed.

1 (b) Bicycles, mopeds, or motorized scooters, unless the
2 department by signs indicates that bicycles, mopeds, or motorized
3 scooters, or any combination thereof, are permitted upon all or any
4 portion of the vehicular crossing.

5 (c) Vehicles having a total width of vehicle or load exceeding
6 102 inches.

7 (d) Vehicles carrying items prohibited by regulations
8 promulgated by the Department of Transportation.

9 ~~SEC. 35.~~

10 *SEC. 40.* Section 24015 of the Vehicle Code is amended to
11 read:

12 24015. (a) Mopeds shall comply with those federal motor
13 vehicle safety standards established pursuant to Chapter 301
14 (commencing with Section 30101) of Part A of Subtitle VI of Title
15 49 of the United States Code that apply to a motor-driven cycle,
16 as that term is defined in regulations adopted pursuant to those
17 provisions. These standards include, but are not limited to,
18 provisions requiring a headlamp, taillamp, stoplamp, side and rear
19 reflex reflectors, and adequate brakes.

20 (b) In addition to equipment required in subdivision (a), all
21 mopeds operated upon a highway shall be equipped with a mirror
22 as required in subdivision (a) of Section 26709, a horn as required
23 in Section 27000, and *mopeds powered by a liquid fuel shall be*
24 *equipped with an adequate muffler* as required in subdivision (a)
25 of Section 27150.

26 (c) Except as provided in subdivisions (a) and (b), none of the
27 provisions of this chapter relating to motorcycles and motor-driven
28 cycles, as defined in this code, shall apply to a moped.

29 ~~SEC. 36.~~

30 *SEC. 41.* Section 24951 of the Vehicle Code is amended to
31 read:

32 24951. (a) Any vehicle may be equipped with a lamp-type
33 turn signal system capable of clearly indicating any intention to
34 turn either to the right or to the left.

35 (b) The following vehicles shall be equipped with a lamp-type
36 turn signal system meeting the requirements of this chapter.

37 (1) Motortrucks, truck tractors, buses and passenger vehicles,
38 other than motorcycles, manufactured and first registered on or
39 after January 1, 1958.

1 (2) Trailers and semitrailers manufactured and first registered
2 between December 31, 1957, and January 1, 1969, having a gross
3 weight of 6,000 pounds or more.

4 (3) Trailers and semitrailers 80 or more inches in width
5 manufactured on or after January 1, 1969.

6 (4) Motorcycles manufactured and first registered on or after
7 January 1, 1973.

8 (5) Motor-driven cycles and mopeds propelled by an electric
9 motor and manufactured after January 1, 2027.

10 The requirements of this subdivision shall not apply to special
11 mobile equipment, or auxiliary dollies.

12 (c) Turn signal lamps on vehicles manufactured on or after
13 January 1, 1969, shall be mounted not lower than 15 inches.

14 ~~SEC. 37.~~

15 *SEC. 42.* Section 25650 of the Vehicle Code is amended to
16 read:

17 25650. Every motorcycle, motor-driven cycle, and moped
18 during darkness shall be equipped with at least one and not more
19 than two lighted headlamps which shall conform to the
20 requirements and limitations of this division.

21 ~~SEC. 38.~~

22 *SEC. 43.* Section 27800 of the Vehicle Code is amended to
23 read:

24 27800. It is unlawful for a driver of a motorcycle or a moped
25 to carry any other person thereon, except on a seat securely fastened
26 to the machine at the rear of the driver and provided with footrests,
27 or in a sidecar attached to a motorcycle and designed for the
28 purpose of carrying a passenger. Every passenger on a motorcycle
29 or a moped shall keep their feet on the footrests while such vehicle
30 is in motion.

31 ~~SEC. 39.~~

32 *SEC. 44.* Section 27802 of the Vehicle Code is amended to
33 read:

34 27802. (a) The department may adopt reasonable regulations
35 establishing specifications and standards for safety helmets offered
36 for sale, or sold, for use by drivers and passengers of motorcycles
37 and mopeds as it determines are necessary for the safety of those
38 drivers and passengers. The regulations shall include, but are not
39 limited to, the requirements imposed by Federal Motor Vehicle
40 Safety Standard No. 218 (49 C.F.R. Sec. 571.218) and may include

1 compliance with that federal standard by incorporation of its
2 requirements by reference. Each helmet sold or offered for sale
3 for use by drivers and passengers of motorcycles and mopeds shall
4 be conspicuously labeled in accordance with the federal standard
5 which shall constitute the manufacturer's certification that the
6 helmet conforms to the applicable federal motor vehicle safety
7 standards.

8 (b) No person shall sell, or offer for sale, for use by a driver or
9 passenger of a motorcycle or moped any safety helmet which is
10 not of a type meeting requirements established by the department.

11 ~~SEC. 40.~~

12 *SEC. 45.* Section 27803 of the Vehicle Code is amended to
13 read:

14 27803. (a) A driver and any passenger shall wear a safety
15 helmet meeting requirements established pursuant to Section 27802
16 when riding on a motorcycle, motor-driven cycle, or moped.

17 (b) It is unlawful to operate a motorcycle, motor-driven cycle,
18 or moped if the driver or any passenger is not wearing a safety
19 helmet as required by subdivision (a).

20 (c) It is unlawful to ride as a passenger on a motorcycle,
21 motor-driven cycles, or moped if the driver or any passenger is
22 not wearing a safety helmet as required by subdivision (a).

23 (d) This section applies to persons who are riding on
24 motorcycles, motor-driven cycles, or mopeds operated on the
25 highways.

26 (e) For the purposes of this section, "wear a safety helmet" or
27 "wearing a safety helmet" means having a safety helmet meeting
28 the requirements of Section 27802 on the person's head that is
29 fastened with the helmet straps and that is of a size that fits the
30 wearing person's head securely without excessive lateral or vertical
31 movement.

32 (f) This section does not apply to a person operating, or riding
33 as a passenger in, a fully enclosed three-wheeled motor vehicle
34 that is not less than seven feet in length and not less than four feet
35 in width, and has an unladen weight of 900 pounds or more, if the
36 vehicle meets or exceeds all of the requirements of this code, the
37 Federal Motor Vehicle Safety Standards, and the rules and
38 regulations adopted by the United States Department of
39 Transportation and the National Highway Traffic Safety
40 Administration.

1 (g) In enacting this section, it is the intent of the Legislature to
 2 ensure that all persons are provided with an additional safety
 3 benefit while operating or riding a motorcycle, motor-driven cycle,
 4 or mopeds.

5 ~~SEC. 41.~~

6 *SEC. 46.* Article 7.5 (commencing with Section 27850) is added
 7 to Chapter 5 of Division 12 of the Vehicle Code, to read:

8
 9 Article 7.5. Electric Modes of Transportation

10
 11 27850. (a) Manufacturers and distributors of electric bicycles
 12 shall securely affix the following information on or to the frame
 13 or fork of each electric bicycle, subject to the specifications
 14 described in subdivision ~~(b)~~: (c):

15 (1) The name of the brand.

16 (2) The manufacturer, importer, or distributor of the electric
 17 bicycle.

18 (3) The classification number of the electric bicycle.

19 (4) The top assisted speed and motor wattage of the electric
 20 bicycle.

21 (b) *Manufacturers and distributors of mopeds and motor-driven*
 22 *cycles shall securely affix the following information on or to the*
 23 *frame or fork of each moped or motor-driven cycle, subject to the*
 24 *specifications described in subdivision (c):*

25 (1) *The name of the brand.*

26 (2) *The manufacturer, importer, or distributor of the moped or*
 27 *motor-driven cycle.*

28 (3) *The word "moped" or "motor-driven cycle."*

29 (4) *The top assisted speed and motor wattage, if applicable, of*
 30 *the moped or motor-driven cycle.*

31 ~~(b)~~

32 (c) The information required by ~~subdivision~~ subdivisions (a)
 33 and (b) shall be permanently affixed on or to the electric ~~bicycle~~
 34 *bicycle, moped, or motor-driven cycle*, by means of a marking or
 35 *labeling that is readily visible without inverting the electric bicycle,*
 36 *moped, or motor-driven cycle, and that cannot be removed without*
 37 *the marking or labeling being defaced or destroyed. The*
 38 *information shall be printed in Arial font in at least 9-point type.*

1 (d) (1) A person shall not sell or install an electric bicycle
2 classification label unless the classification label is sold and
3 installed in a physical retailer or bicycle repair shop.

4 (2) A retailer and bicycle repair shop of electric bicycles shall
5 verify that the classification label matches the electric bicycle
6 class, pursuant to Section 312.5, before installing the classification
7 label on an electric bicycle.

8 27851. Every manufacturer, importer, or seller of a
9 motor-driven ~~eyele, as defined in Section 405, or cycle, a moped,~~
10 ~~as defined in Section 406, or an off-highway electric motorcycle~~
11 that is powered by an electric motor shall provide a disclosure to
12 all potential buyers in any advertising, including any online
13 advertising on internet websites or social media, that advises buyers
14 that the vehicle is a motor vehicle subject to registration, their
15 existing insurance policies may not provide coverage for the
16 vehicle, and that they should contact their insurance company or
17 insurance agent to determine if coverage is provided.

18 (a) (1) A written disclosure shall be *provided to the buyer and*
19 *printed in not less than 14-point boldface type on a single sheet of*
20 *paper that contains no information other than the statement*
21 *specified in subdivision (d).*

22 (2) Any disclosure provided through online advertising or on a
23 website offering the vehicle for sale shall be in a font size no
24 smaller than the largest font size used in such advertising or website
25 content and require the buyer to affirmatively acknowledge having
26 had the opportunity to read the disclosure before completing the
27 purchase.

28 (b) The disclosure shall include the following language in capital
29 letters:

30 “THIS VEHICLE IS A MOTOR VEHICLE AND SUBJECT
31 TO APPLICABLE MOTOR VEHICLE LAWS INCLUDING
32 USE OF A DOT-APPROVED MOTORCYCLE HELMET,
33 REGISTRATION, OPERATOR LICENSE, AND INSURANCE
34 REQUIREMENTS IF USED ON A HIGHWAY. YOUR
35 INSURANCE POLICIES MAY NOT PROVIDE COVERAGE
36 FOR CRASHES INVOLVING THE USE OF THIS VEHICLE.
37 TO DETERMINE IF COVERAGE IS PROVIDED, YOU
38 SHOULD CONTACT YOUR INSURANCE COMPANY OR
39 AGENT.”

1 (c) In addition to any penalties imposed under this code, a
 2 violation of the disclosure requirements described in this section
 3 by a manufacturer, importer, or seller of a motor-driven eyele
 4 *cycle, moped, or electric off-road motorcycle* shall constitute a
 5 misleading statement pursuant to ~~Section~~ *Sections 17200 and*
 6 *17500* of the Business and Professions Code.

7 *27852. It is unlawful for a person to sell an electric bicycle,*
 8 *moped, or motor-driven cycle in violation of the labeling and*
 9 *disclosure requirements of Sections 27850 and 27851.*

10 ~~SEC. 42.~~

11 *SEC. 47.* Section 38012 of the Vehicle Code is amended to
 12 read:

13 38012. (a) As used in this division, “off-highway motor vehicle
 14 subject to identification” means a motor vehicle subject to
 15 subdivision (a) of Section 38010.

16 (b) As used in this division, “off-highway motor vehicle”
 17 includes, but is not limited to, the following:

18 (1) ~~A motorcycle~~ *moped, motorcycle, or motor-driven cycle,*
 19 including an off-highway electric motorcycle, except for any
 20 motorcycle that is eligible for a special transportation identification
 21 device issued pursuant to Section 38088.

22 (2) A snowmobile or other vehicle designed to travel over snow
 23 or ice, as defined in Section 557.

24 (3) A motor vehicle commonly referred to as a sand buggy,
 25 dune buggy, or all-terrain vehicle.

26 (4) A motor vehicle commonly referred to as a jeep.

27 (5) A recreational off-highway vehicle as defined in Section
 28 500.

29 (6) An off-highway electric motorcycle as defined in Section
 30 436.1.

31 ~~SEC. 43.~~

32 *SEC. 48.* Section 38366 of the Vehicle Code is amended to
 33 read:

34 38366. (a) Notwithstanding Section 4442 of the Public
 35 Resources Code, and except for vehicles with mufflers as provided
 36 in Article 2 (commencing with Section 27150) of Chapter 5 of
 37 Division 12, no person shall use, operate, or allow to be used or
 38 operated, any off-highway motor vehicle, as defined in Section
 39 38006, on any forest-covered land, brush-covered land, or

1 grass-covered land unless the vehicle is equipped with a spark
2 arrester maintained in effective working order.

3 (b) A spark arrester affixed to the exhaust system of a vehicle
4 subject to this section shall not be placed or mounted in such a
5 manner as to allow flames or heat from the exhaust system to ignite
6 any flammable material.

7 (c) A spark arrester is a device constructed of nonflammable
8 materials specifically for the purpose of removing and retaining
9 carbon and other flammable particles over 0.0232 of an inch in
10 size from the exhaust flow of an internal combustion engine or
11 which is qualified and rated by the United States Forest Service.

12 (d) Subdivision (a) is not applicable to an off-highway electric
13 motorcycle or to any vehicle being operated off the highway in an
14 organized racing or competitive event upon a closed course, which
15 is conducted under the auspices of a recognized sanctioning body
16 and by permit issued by the fire protection authority having
17 jurisdiction.

18 (e) A person shall not use, operate, or allow to be used or
19 operated, any off-highway electric motorcycle, or any motorcycle,
20 motor-driven cycle, or moped powered by an electric motor, on
21 any forest-covered land, brush-covered land, or grass-covered land
22 unless the vehicle has been certified by an accredited independent
23 laboratory for compliance with ~~ANSI/CAN/UL Standard 2272~~
24 *SAE J2929 or another applicable SAE, ISO, UNECE, IEC, or other*
25 *electrical safety standard* and the name or mark of the certifying
26 laboratory is permanently marked on the vehicle or on its drive
27 system.

28 ~~SEC. 44.~~

29 *SEC. 49.* Section 38505 of the Vehicle Code is amended to
30 read:

31 38505. A person shall not operate, ride, or be otherwise
32 propelled on an all-terrain vehicle on public lands, as described in
33 Section 38001, unless the person wears a safety helmet meeting
34 requirements established for motorcycles and mopeds, pursuant
35 to Section 27802.

36 ~~SEC. 45.~~

37 *SEC. 50.* Section 38601 of the Vehicle Code is amended to
38 read:

39 38601. A person shall not operate, or allow a passenger in, a
40 recreational off-highway vehicle on public lands, as described in

1 Section 38001, unless the person and the passenger are wearing
2 safety helmets meeting the requirements established for
3 motorcycles and mopeds pursuant to Section 27802.

4 ~~SEC. 46.~~

5 *SEC. 51.* No reimbursement is required by this act pursuant to
6 Section 6 of Article XIII B of the California Constitution because
7 the only costs that may be incurred by a local agency or school
8 district will be incurred because this act creates a new crime or
9 infraction, eliminates a crime or infraction, or changes the penalty
10 for a crime or infraction, within the meaning of Section 17556 of
11 the Government Code, or changes the definition of a crime within
12 the meaning of Section 6 of Article XIII B of the California
13 Constitution.

O

BILL: SB 1423 (Stern, D-Sherman Oaks)
Amended March 25, 2026
Introduced February 20, 2026

SUBJECT: SB 1423 would require a minimum allocation of State Transportation Improvement Program funds to “safe streets” projects and would modify the Active Transportation Program.

STATUS: Pending in Senate

SUMMARY AS OF MARCH 31, 2026:

SB 1423 proposes significant changes to state transportation funding programs by requiring that at least 50 percent of funds in both the Interregional Transportation Improvement Program (ITIP) and the Regional Transportation Improvement Program (RTIP) be programmed for “safe streets” projects in transit-oriented development zones.

The bill defines “safe streets” projects as those focused on pedestrian, bicycle, and traffic calming improvements, including sidewalks, protected bike lanes, safe crossings, and Safe Routes to School projects. The bill explicitly excludes roadway widening or capacity expansion projects from qualifying as safe streets projects.

SB 1423 further requires that these investments be prioritized within transit-oriented development (TOD) zones, as defined in state law. This definition cross-references provisions established under SB 79 (Chapter 512, Statutes of 2025), which apply only in certain “urban transit counties.” As a result, this requirement may have uneven applicability across the state, concentrating funding requirements in regions that meet the SB 79 threshold while limiting applicability in others. It is unclear how this prioritization would be implemented in practice, including whether regions would be required to direct a greater share of their State Transportation Improvement Program (STIP) funding to projects located near qualifying transit stops or whether adjustments to funding distribution across regions would be necessary to meet the statewide threshold.

In addition, the bill renames the Active Transportation Program as the “Safe Streets Program” and modifies program guidelines to include additional project selection criteria, including benefits to TOD zones. The bill also establishes a two-step application process, allowing applicants to first submit a simplified application before advancing to a full application with detailed engineering requirements.

EFFECTS ON ORANGE COUNTY:

SB 1423 is directly relevant to the Orange County Transportation Authority's (OCTA) role in developing and programming the STIP for Orange County. The STIP is a formula-based funding program that allocates approximately 75 percent of funds to regional shares through the RTIP, which are programmed by county transportation agencies over a five-year period, and 25 percent to interregional projects through the ITIP, which focuses on projects of statewide or interregional significance.

OCTA has already programmed its regional share of STIP funds across a balanced set of projects for the current cycle. While SB 1423 would not apply to any portion of a county share reserved before January 1, 2027, for a future programming year, this could inhibit an agency from shifting STIP funding to meet project needs and would limit future programming. It is also unclear how the 50 percent would be calculated in future years, including whether it would apply to future funding capacity or the entire 5-year STIP estimate. To meet the requirements of SB 1423, OCTA may need to reprogram funding from previously approved projects to meet the proposed 50 percent threshold. Many of these projects may not qualify under the bill's definition of "safe streets," even when they include multimodal elements. This could impact projects that address congestion relief, goods movement, and interregional connectivity. Additionally, because ITIP funding is intended for projects of interregional significance, it is unclear whether "safe streets" projects would meet the statutory purpose of that program.

OCTA's 2026 State Transportation Improvement Program totals approximately \$151 million and reflects a balanced, multimodal approach to transportation investment. This funding supports a range of critical projects across Orange County, including freeway improvements such as the Interstate 5 improvements to reduce congestion and improve reliability, goods movement and operational enhancements such as the State Route 57 Truck Climbing Lane, rail infrastructure projects such as the Pacific Coast Highway Coastal Rail Bridge that maintain and improve service along key corridors, and active transportation investments such as segments of the OC Loop that expand bicycle and pedestrian connectivity. This approach is designed to address diverse regional transportation needs while aligning with state goals and maintaining flexibility to deliver priority projects.

By requiring that at least 50 percent of STIP funds be dedicated to safe streets projects, SB 1423 would significantly alter this balanced approach and reduce regional flexibility in programming funds. Projects currently included in OCTA's STIP may not qualify under the bill's definition of "safe streets," even when they incorporate multimodal improvements, creating a mismatch between existing programming and proposed funding requirements.

The bill's prioritization of funding within TOD zones may further constrain funding eligibility, particularly in areas where qualifying TOD zones are limited or where transportation needs extend beyond those areas. This could reduce the ability of OCTA to address critical congestion, goods movement, and reliability challenges across the broader regional transportation network. Additionally, the bill represents a shift from the

existing STIP framework, which allows regional agencies to develop programs that balance local priorities with statewide policy goals. By imposing a fixed funding allocation and prioritization structure, SB 1423 may limit the ability of regional agencies to respond to evolving transportation needs and deliver voter-approved projects.

Overall, SB 1423 would significantly restructure STIP programming in a manner that may constrain regional decision-making, shift funding away from critical infrastructure projects, and impact OCTA's ability to deliver a balanced, multimodal transportation program. An OPPOSE position is consistent with OCTA's 2025–26 State Legislative Platform principle to “oppose policies that change existing formula funding structures to redistribute funds in a way that would inhibit a local agency from delivering critical transportation projects and programs.”

OCTA POSITION:

Staff recommends: OPPOSE

AMENDED IN SENATE MARCH 25, 2026

SENATE BILL

No. 1423

Introduced by Senator Stern

February 20, 2026

~~An act to amend Section 8654.10 of the Government Code, relating to wildfire prevention.~~ *An act to amend Sections 14526 and 14527 of the Government Code, and to amend Sections 2380, 2381, and 2382 of, and to amend the heading of Chapter 8 (commencing with Section 2380) of Division 3 of, the Streets and Highways Code, relating to transportation.*

LEGISLATIVE COUNSEL'S DIGEST

SB 1423, as amended, Stern. ~~Wildfire prevention: California Wildfire Mitigation Financial Assistance Program.~~ *Transportation funding: State Transportation Improvement Program: Active Transportation Program.*

Existing law generally provides for programming and allocation of available state and federal transportation funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation through the adoption of an interregional transportation improvement program, and 75% of available funds to be programmed and expended on regional improvement projects nominated by transportation planning agencies through the adoption of a regional transportation improvement program.

This bill would require at least 50% of funds programmed in the interregional transportation improvement program, and 50% of funds programmed in a regional transportation improvement program, to be

programmed for safe streets projects, as specified. The bill would require those funds to be prioritized for safe streets projects located in areas of transit-oriented development zones, as defined, that lack adequate pedestrian safety and mobility access.

Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines with regard to project selection that include, among other criteria, the benefit to disadvantaged communities and the potential for increasing and improving connectivity and mobility of nonmotorized users. Existing law requires the guidelines adopted by the commission for the program to address, among other things, application timelines and application rating and ranking criteria.

This bill would rename the Active Transportation Program as the Safe Streets Program. The bill would require the guidelines with regard to project selection to also include as criteria the benefit to transit-oriented development zones, as defined. The bill would require the guidelines to establish an application process under which an applicant submits an initial application that would not require detailed engineering drawings and, if that application is deemed to be in conformance with the guidelines and project selection criteria, the applicant would be requested to submit a final and more comprehensive application for review.

~~Existing law, contingent upon an appropriation, requires the Office of Emergency Services to enter into a joint powers agreement with the Department of Forestry and Fire Protection to develop and administer a comprehensive wildfire mitigation program to, among other things, encourage cost-effective structure hardening and retrofitting to create fire-resistant homes, businesses, and public buildings. Existing law requires the State Fire Marshal and the Department of Forestry and Fire Protection to identify activities that are eligible for financial assistance under the program and requires the joint powers authority to develop criteria and a scoring methodology to prioritize financial assistance provided through the program based on specific factors, as provided. Existing law requires the joint powers authority, no later than July 1, 2028, to submit a report to the Legislature regarding the implementation of the wildfire mitigation financial assistance program, as provided.~~

~~This bill would instead require the joint powers authority to submit the report to the Legislature regarding the implementation of the wildfire mitigation financial assistance program no later than January 1, 2028.~~

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

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

1 *SECTION 1. The Legislature finds and declares all of the*
2 *following:*

3 *(a) Increasing active transportation is essential to reducing*
4 *vehicle miles traveled and meeting greenhouse gas reduction*
5 *targets.*

6 *(b) Active transportation infrastructure, including protected*
7 *bike lanes and safe crossings, significantly improves safety for*
8 *children, seniors, and persons with disabilities, who are*
9 *disproportionately impacted by traffic violence.*

10 *(c) Projects such as first- and last-mile connections and trails*
11 *deliver high-return benefits to local economies and transit ridership*
12 *at a fraction of the cost of traditional roadway expansion.*

13 *(d) Access to safe outdoor spaces for walking and rolling*
14 *contributes to improved physical and mental health outcomes for*
15 *all Californians.*

16 *(e) Under current practice, active transportation projects*
17 *compete poorly in regional transportation improvement programs,*
18 *and smaller counties often lack the fiscal capacity to advance*
19 *nonautomobile projects.*

20 *(f) To achieve equity and safety, the state must distinguish*
21 *between genuine active transportation investments and roadway*
22 *widenings that offer only incidental pedestrian improvements.*

23 *SEC. 2. Section 14526 of the Government Code is amended to*
24 *read:*

25 14526. (a) Not later than October 15 of each odd-numbered
26 year, based on the guidelines established pursuant to Section
27 14530.1, and after consulting with the transportation planning
28 agencies, county transportation commissions, and transportation
29 authorities, the department shall submit to the commission the
30 draft five-year interregional transportation improvement program
31 consisting of all of the following:

1 (1) Projects to improve state highways, pursuant to subdivision
2 (b) of Section 164 of the Streets and Highways Code.

3 (2) Projects to improve the intercity passenger rail system.

4 (3) Projects to improve interregional movement of people,
5 vehicles, and goods.

6 (b) Projects included in the interregional transportation
7 improvement program shall be consistent with the state
8 interregional transportation strategic plan prepared pursuant to
9 Section 14524.4.

10 (c) Projects may not be included in the draft interregional
11 transportation improvement program without a project study report
12 or major investment study.

13 (d) Major projects shall include current costs updated as of
14 November 1 of the year of submittal and escalated to the
15 appropriate year, and shall be consistent with, and provide the
16 information required in, subdivision (b) of Section 14529.

17 (e) Projects included in the draft interregional transportation
18 improvement program shall be consistent with the adopted regional
19 transportation plan.

20 (f) (1) *At least 50 percent of the funds programmed in the*
21 *interregional transportation improvement program shall be*
22 *programmed for safe streets projects. The funds programmed*
23 *pursuant to this subdivision shall be prioritized in the interregional*
24 *transportation improvement program for safe streets projects*
25 *located in areas of transit-oriented development zones that lack*
26 *adequate pedestrian safety and mobility access.*

27 (2) *For purposes of this subdivision, the following definitions*
28 *apply:*

29 (A) *“Safe streets project” means a project that meets all of the*
30 *goals set forth in paragraphs (1) to (3), inclusive, of subdivision*
31 *(b) of Section 2380 of the Streets and Highways Code. Safe streets*
32 *projects include sidewalk and curb ramp networks, protected*
33 *bicycle facilities, safe crossings, traffic calming measures, and*
34 *Safe Routes to School projects. A project consisting of roadway*
35 *widening or capacity expansion shall not be classified as a safe*
36 *streets project solely because it includes incidental bicycle lanes*
37 *or sidewalks.*

38 (B) *“Transit-oriented development zone” has the same meaning*
39 *as defined in Section 65912.156.*

40 (f)

1 (g) On or before November 15 of each odd-numbered year, the
2 commission shall hold at least one hearing in northern California
3 and one hearing in southern California to attempt to reconcile any
4 objections by any member of the public or other stakeholder to
5 the draft interregional transportation improvement program.

6 ~~(g)~~

7 (h) The department shall consider the input received at the
8 hearings conducted pursuant to subdivision ~~(f)~~ (g) and shall develop
9 a final interregional transportation improvement program. The
10 final interregional transportation improvement program shall
11 include a summary of the major comments received at the hearings
12 and responses to those comments, and shall be submitted to the
13 commission for approval not later than December 15 of each
14 odd-numbered year.

15 ~~(h)~~

16 (i) The commission shall, when approving the final interregional
17 transportation improvement program pursuant to subdivision ~~(g)~~,
18 (h), evaluate the extent to which the program is consistent with
19 funding priorities established in Section 167 of the Streets and
20 Highways Code.

21 *SEC. 3. Section 14527 of the Government Code is amended to*
22 *read:*

23 14527. (a) After consulting with the department, the regional
24 transportation planning agencies and county transportation
25 commissions shall adopt and submit to the commission and the
26 department, not later than December 15, 2001, and December 15
27 of each odd-numbered year thereafter, a five-year regional
28 transportation improvement program in conformance with Section
29 65082. In counties where a county transportation commission has
30 been created pursuant to Chapter 2 (commencing with Section
31 130050) of Division 12 of the Public Utilities Code, that
32 commission shall adopt and submit the county transportation
33 improvement program, in conformance with Sections 130303 and
34 130304 of that code, to the multicounty-designated transportation
35 planning agency. Other information, including a program for
36 expenditure of local or federal funds, may be submitted for
37 information purposes with the program, but only at the discretion
38 of the transportation planning agencies or the county transportation
39 commissions. As used in this section, "county transportation
40 commission" includes a transportation authority created pursuant

1 to Chapter 2 (commencing with Section 130050) of Division 12
2 of the Public Utilities Code.

3 (b) (1) The regional transportation improvement program shall
4 include all projects to be funded with the county share under
5 paragraph (2) of subdivision (a) of Section 164 of the Streets and
6 Highways Code. The regional programs shall be limited to projects
7 to be funded in whole or in part with the county share that shall
8 include all projects to receive allocations by the commission during
9 the following five fiscal years. For each project, the total
10 expenditure for each project component and the total amount of
11 commission allocation and the year of allocation shall be stated.
12 The total cost of projects to be funded with the county share shall
13 not exceed the amount specified in the fund estimate made by the
14 commission pursuant to Section 14525.

15 (2) (A) *At least 50 percent of the funds described paragraph*
16 *(1) shall be programmed in the regional transportation*
17 *improvement program for safe streets projects. The funds*
18 *programmed pursuant to this paragraph shall be prioritized in the*
19 *regional transportation improvement program for safe streets*
20 *projects located in areas of transit-oriented development zones*
21 *that lack adequate pedestrian safety and mobility access.*

22 (B) *Subparagraph (A) does not apply to any portion of a county*
23 *share reserved before January 1, 2027, for a future programming*
24 *year pursuant to Section 188.8 of the Streets and Highways Code.*

25 (C) *For purposes of this paragraph, the following definitions*
26 *apply:*

27 (i) *“Safe streets project” means a project that meets all of the*
28 *goals set forth in paragraphs (1) to (3), inclusive, of subdivision*
29 *(b) of Section 2380 of the Streets and Highways Code. Safe streets*
30 *projects include sidewalk and curb ramp networks, protected*
31 *bicycle facilities, safe crossings, traffic calming measures, and*
32 *Safe Routes to School projects. A project consisting of roadway*
33 *widening or capacity expansion shall not be classified as a safe*
34 *streets project solely because it includes incidental bicycle lanes*
35 *or sidewalks.*

36 (ii) *“Transit-oriented development zone” has the same meaning*
37 *as defined in Section 65912.156.*

38 (c) The regional transportation planning agencies and county
39 transportation commissions may recommend projects to improve
40 state highways with the interregional share pursuant to subdivision

1 (b) of Section 164 of the Streets and Highways Code. The
2 recommendations shall be separate and distinct from the regional
3 transportation improvement program. A project recommended for
4 funding pursuant to this subdivision shall constitute a usable
5 segment and shall not be a condition for inclusion of other projects
6 in the regional transportation improvement program.

7 (d) The department may nominate or recommend the inclusion
8 of projects in the regional transportation improvement program to
9 improve state highways with the county share pursuant to
10 paragraph (2) of subdivision (a) and subdivision (e) of Section 164
11 of the Streets and Highways Code. A regional transportation
12 planning agency and a county transportation commission shall
13 have sole authority for determining whether any of the project
14 nominations or recommendations are accepted and included in the
15 regional transportation improvement program adopted and
16 submitted pursuant to this section. This authority provided to a
17 regional transportation planning agency or to a county
18 transportation commission extends only to a project located within
19 its jurisdiction.

20 (e) Major projects shall include current costs updated as of
21 November 1 of the year of submittal and escalated to the
22 appropriate year, and shall be consistent with, and provide the
23 information required in, subdivision (b) of Section 14529.

24 (f) The regional transportation improvement program may not
25 change the project delivery milestone date of any project as shown
26 in the prior adopted state transportation improvement program
27 without the consent of the department or other agency responsible
28 for the project's delivery.

29 (g) Projects may not be included in the regional transportation
30 improvement program without a complete project study report or,
31 for a project that is not on a state highway, a project study report
32 equivalent or major investment study.

33 (h) (1) Each transportation planning agency and county
34 transportation commission may request and receive an amount not
35 to exceed 5 percent of its county share for the purposes of project
36 planning, programming, and monitoring.

37 (2) Notwithstanding any other law, but to the extent consistent
38 with applicable federal law or regulation, the department may
39 make an advance payment up to three hundred thousand dollars
40 (\$300,000) per year to transportation planning agencies and county

1 transportation commissions for programming, planning, and
2 monitoring under paragraph (1) where the total allocation under
3 that paragraph is equal to or less than three hundred thousand
4 dollars (\$300,000). Funds advanced shall be programmed in the
5 State Transportation Improvement Program and allocated by the
6 California Transportation Commission prior to payment.

7 *SEC. 4. The heading of Chapter 8 (commencing with Section*
8 *2380) of Division 3 of the Streets and Highways Code is amended*
9 *to read:*

10
11 CHAPTER 8. ~~ACTIVE TRANSPORTATION~~ SAFE STREETS PROGRAM
12

13 *SEC. 5. Section 2380 of the Streets and Highways Code is*
14 *amended to read:*

15 2380. (a) There is hereby established the ~~Active~~
16 ~~Transportation Safe Streets~~ Program in the department for the
17 purpose of encouraging increased use of active modes of
18 transportation, such as biking and walking. ~~Any reference in any~~
19 ~~law or regulation to the Active Transportation Program shall be~~
20 ~~deemed to refer to the Safe Streets Program.~~

21 (b) It is the intent of the Legislature that the program achieve
22 all of the following goals:

23 ~~(a)~~
24 (1) Increase the proportion of trips accomplished by biking and
25 walking.

26 ~~(b)~~
27 (2) Increase safety and mobility for nonmotorized users.

28 ~~(c)~~
29 (3) Advance the active transportation efforts of regional agencies
30 to achieve greenhouse gas reduction goals as established pursuant
31 to Senate Bill 375 (Chapter ~~728~~, 728 of the Statutes of 2008) and
32 Senate Bill 391 (Chapter ~~585~~, 585 of the Statutes of 2009).

33 ~~(d)~~
34 (4) Enhance public health, including reduction of childhood
35 obesity through the use of programs including, but not limited to,
36 projects eligible for Safe Routes to School Program funding.

37 ~~(e)~~
38 (5) Ensure that disadvantaged communities fully share in the
39 benefits of the program.

40 ~~(f)~~

1 (6) Provide a broad spectrum of projects to benefit many types
2 of active transportation users.

3 *SEC. 6. Section 2381 of the Streets and Highways Code is*
4 *amended to read:*

5 2381. (a) ~~The Active Transportation Safe Streets Program~~
6 shall be funded by state and federal funds from appropriations in
7 the annual Budget Act. Funds for the program shall be appropriated
8 to the department, for allocation by the commission. The amount
9 to be appropriated shall include 100 percent of the federal
10 Transportation Alternative Program funds described in Section
11 133(h) of Title 23 of the United States Code, except for any federal
12 funds for recreational trails projects described in Section 133(h)(5)
13 of Title 23 of the United States Code appropriated to the
14 Department of Parks and Recreation; twenty-one million dollars
15 (\$21,000,000) of federal Highway Safety Improvement funds or
16 other federal funds; and State Highway Account funds. Future
17 funding may be augmented if state or federal funds increase, or if
18 other funding sources are identified. Funds appropriated for the
19 ~~Active Transportation Safe Streets Program~~ shall be distributed as
20 follows:

21 (1) Forty percent to metropolitan planning organizations in
22 urban areas with populations greater than 200,000, in proportion
23 to their relative share of population. Funds allocated under this
24 paragraph shall be obligated for eligible projects selected through
25 a competitive process by the metropolitan planning organizations
26 in consultation with the department and the commission and in
27 accordance with guidelines established pursuant to this chapter.

28 (2) Ten percent to small urban and rural regions with populations
29 of 200,000 or less, with projects competitively awarded by the
30 commission to projects in those regions.

31 (3) Fifty percent to projects competitively awarded by the
32 commission on a statewide basis.

33 (b) For the purpose of paragraph (1) of subdivision (a), the
34 following shall apply in the region served by the multicounty
35 designated transportation planning agency described in Section
36 130004 of the Public Utilities Code:

37 (1) The multicounty designated transportation planning agency
38 shall consult with the county transportation commissions created
39 pursuant to Sections 130050, 130050.1, and 132800 of the Public
40 Utilities Code, the commission, and the department in the

1 development of competitive selection criteria to be adopted by the
2 multicounty designated transportation planning agency, which
3 should include consideration of geographic equity, consistent with
4 program objectives.

5 (2) The multicounty designated transportation planning agency
6 shall place priority on projects that are consistent with plans
7 adopted by local and regional governments within the county where
8 the project is located.

9 (3) The multicounty designated transportation planning agency
10 shall obtain concurrence from the county transportation
11 commissions, adopt the projects selected in a comprehensive
12 program of projects, and make funds available to selected project
13 recipients.

14 (c) The Legislature finds and declares that the program described
15 in this chapter constitutes a highway purpose under Article XIX
16 of the California Constitution and justifies the expenditure of
17 highway funds therefor, and all expenditures of Article XIX funds
18 under this program shall be consistent with Article XIX.

19 *SEC. 7. Section 2382 of the Streets and Highways Code is*
20 *amended to read:*

21 2382. (a) The California Transportation Commission shall
22 develop guidelines and project selection criteria for the ~~Active~~
23 ~~Transportation Safe Streets~~ Program in consultation with the ~~Active~~
24 ~~Transportation Safe Streets~~ Program Workgroup, which shall be
25 formed for purposes of providing guidance on matters including,
26 but not limited to, development of and subsequent revisions to
27 program guidelines, schedules and procedures, project selection
28 criteria, performance measures, and program evaluation. The
29 workgroup shall include, but not be limited to, representatives of
30 government agencies and active transportation stakeholder
31 organizations with expertise in pedestrian and bicycle issues,
32 including Safe Routes to School programs.

33 (b) (1) The guidelines shall be the complete and full statement
34 of the policies and criteria that the commission intends to use in
35 selecting projects to be included in the program. The guidelines
36 shall address subjects that include, but are not limited to, project
37 eligibility, application timelines, application rating and ranking
38 criteria, project monitoring, reporting, and transparency, and project
39 performance measurement.

1 (2) *The guidelines shall establish an application process under*
2 *which an applicant submits an initial application that shall not*
3 *require detailed engineering drawings and, if that application is*
4 *deemed to be in conformance with the guidelines and project*
5 *selection criteria, the applicant shall be requested to submit a final*
6 *and more comprehensive application for review.*

7 (c) The guidelines shall include a process to ensure that no less
8 than 25 percent of overall program funds benefit disadvantaged
9 communities during each program cycle. The guidelines shall
10 establish a program definition for disadvantaged communities that
11 may include, but need not be limited to, the definition in Section
12 39711 of the Health and Safety Code and the definition of
13 low-income schools in paragraph (7) of subdivision (b) of former
14 Section 2333.5, as that section read on January 1, 2013. A project
15 eligible under this subdivision shall clearly demonstrate a benefit
16 to a disadvantaged community or be directly located in a
17 disadvantaged community.

18 (d) The guidelines shall allow streamlining of project delivery
19 by authorizing an implementing agency to seek commission
20 approval of a letter of no prejudice that will allow the agency to
21 expend its own funds for a project programmed in a future year
22 of the adopted program of projects, in advance of allocation of
23 funds to the project by the commission, and to be reimbursed at a
24 later time for eligible expenditures.

25 (e) The California Transportation Commission shall adopt the
26 guidelines and selection criteria for, and define the types of projects
27 eligible to be funded through, the program following at least two
28 public hearings. Projects funded in this program shall be limited
29 to active transportation projects. The guidelines shall ensure that
30 eligible projects meet one or more of the goals set forth in Section
31 2380 and may give increased weight to projects meeting multiple
32 goals.

33 (f) In developing the guidelines with regard to project eligibility,
34 the commission shall include, but need not be limited to, the
35 following project types:

36 (1) Development of new bikeways and walkways, or
37 improvements to existing bikeways and walkways, that improve
38 mobility, access, or safety for nonmotorized users. On and after
39 January 1, 2026, the guidelines with regard to project eligibility
40 shall not include the development of Class III bikeways, as

1 described in Section 890.4, or the marking in Figure 9C-9 of the
2 2014 California Manual on Uniform Traffic Control Devices,
3 Revision 8, unless any of the following apply:

4 (A) The Class III bikeway or marking is on a highway with a
5 design speed limit of 25 miles per hour or less.

6 (B) The project will implement improvements to reduce the
7 design speed limit to 25 miles per hour or less.

8 (C) The project applicant demonstrates that the use of the Class
9 III bikeway or marking is appropriate for the local community
10 context and advances a lower stress environment or a low-stress
11 network.

12 (2) Secure bicycle parking at employment centers, park and ride
13 lots, rail and transit stations, and ferry docks and landings.

14 (3) Bicycle-carrying facilities on public transit, including rail
15 and ferries.

16 (4) Installation of traffic control devices to improve the safety
17 of pedestrians and bicyclists.

18 (5) Elimination of hazardous conditions on existing bikeways
19 and walkways.

20 (6) Maintenance of bikeways and walkways.

21 (7) Recreational trails and trailheads, park projects that facilitate
22 trail linkages or connectivity to nonmotorized corridors, and
23 conversion of abandoned railroad corridors to trails.

24 (8) Safe Routes to School projects that improve the safety of
25 children walking and bicycling to school, in accordance with
26 Section 1404 of Public Law 109-59.

27 (9) Safe routes to transit projects, which will encourage transit
28 by improving biking and walking routes to mass transportation
29 facilities and schoolbus stops.

30 (10) Educational programs to increase biking and walking, and
31 other noninfrastructure investments that demonstrate effectiveness
32 in increasing active transportation.

33 (g) In developing the guidelines with regard to project selection,
34 the commission shall include, but need not be limited to, the
35 following criteria:

36 (1) Demonstrated needs of the applicant.

37 (2) Potential for reducing pedestrian and bicyclist injuries and
38 fatalities.

39 (3) Potential for encouraging increased walking and bicycling,
40 especially among students.

1 (4) Identification of safety hazards for pedestrians and bicyclists.

2 (5) Identification of walking and bicycling routes to and from
3 schools, transit facilities, and community centers.

4 (6) Identification of the local public participation process that
5 culminated in the project proposal, which may include noticed
6 public meetings and consultation with local stakeholders.

7 (7) Benefit to disadvantaged communities. In developing
8 guidelines relative to this paragraph, the commission shall consider,
9 but need not be limited to, the definition of disadvantaged
10 communities as applied pursuant to subdivision (c).

11 (8) *Benefit to transit-oriented development zones, as defined in*
12 *Section 65912.156 of the Government Code.*

13 ~~(8)~~

14 (9) Cost-effectiveness, defined as maximizing the impact of the
15 funds provided.

16 ~~(9)~~

17 (10) The adoption by a city or county applicant of a bicycle
18 transportation plan, pursuant to Section 891.2, a pedestrian plan,
19 a safe routes to school plan, or an overall active transportation
20 plan.

21 ~~(10)~~

22 (11) Use of the California Conservation Corps or a qualified
23 community conservation corps, as defined in Section 14507.5 of
24 the Public Resources Code, as partners to undertake or construct
25 applicable projects in accordance with Section 1524 of Public Law
26 112-141.

27 ~~(11)~~

28 (12) Other factors, such as potential for reducing congestion,
29 improving air quality, reducing greenhouse gas emissions, and
30 increasing and improving connectivity and mobility of
31 nonmotorized users. On and after January 1, 2026, increasing or
32 improving connectivity of nonmotorized users shall not include
33 the addition of a bikeway connecting to a Class III bikeway, as
34 described in Section 890.4, or the marking in Figure 9C-9 of the
35 2014 California Manual on Uniform Traffic Control Devices,
36 Revision 8, unless the bikeway or marking is on a highway with
37 a design speed limit of 25 miles per hour or less or the project will
38 implement improvements to reduce the design speed limit to 25
39 miles per hour or less.

1 (h) For the use of federal Transportation Alternative Program
2 funds, or other federal funds, commission guidelines shall meet
3 all applicable federal requirements.

4 (i) For the use of federal Highway Safety Improvement Program
5 funds for active transportation projects specific to reducing
6 fatalities and serious injuries, the criteria for the selection of
7 projects shall be based on a data-driven process that is aligned
8 with the state's Strategic Highway Safety Plan.

9 (j) The guidelines may include incentives intended to maximize
10 the potential for attracting funds other than program funds for
11 eligible projects.

12 (k) In reviewing and selecting projects funded by federal funds
13 in the Recreational Trails Program, the commission shall
14 collaborate with the Department of Parks and Recreation to
15 evaluate proposed projects, and to ensure federal requirements are
16 met.

17 (l) To ensure that regional agencies charged with allocating
18 funds to projects pursuant to paragraph (1) of subdivision (a) of
19 Section 2381 have sufficient discretion to develop regional
20 guidelines, the commission may adopt separate guidelines for the
21 state and for the regional agencies relative to subdivision (g).

22 ~~SECTION 1. Section 8654.10 of the Government Code is~~
23 ~~amended to read:~~

24 ~~8654.10. (a) The operation of this article is contingent upon~~
25 ~~an appropriation by the Legislature in the annual Budget Act or~~
26 ~~another statute for purposes of this article.~~

27 ~~(b) No later than January 1, 2028, the joint powers authority~~
28 ~~shall submit a report to the Legislature, in compliance with Section~~
29 ~~9795, regarding the implementation of the wildfire mitigation~~
30 ~~financial assistance program administered pursuant to this article.~~
31 ~~The report shall include, but is not limited to, all of the following:~~

32 ~~(1) An evaluation of the cost-effectiveness of the wildfire~~
33 ~~mitigation program compared to other structure hardening,~~
34 ~~defensible space, vegetation management, and fuel reduction~~
35 ~~incentive programs.~~

36 ~~(2) An evaluation of the overall wildfire risk reduction achieved~~
37 ~~statewide through awards of financial assistance under the wildfire~~
38 ~~mitigation program.~~

- 1 ~~(3) Detailed information about the quantity, monetary value,~~
- 2 ~~geographic distribution, and categories of awards of financial~~
- 3 ~~assistance made under the wildfire mitigation program.~~
- 4 ~~(4) Detailed information about the sources and amounts of funds~~
- 5 ~~appropriated or granted to the wildfire mitigation program.~~
- 6 ~~(5) Detailed information about barriers encountered to~~
- 7 ~~completing work awarded financial assistance under the wildfire~~
- 8 ~~mitigation program, including state, regional, or local permitting~~
- 9 ~~requirements.~~
- 10 ~~(6) Any other information the Office of Emergency Services~~
- 11 ~~determines is necessary or convenient to evaluate the financial~~
- 12 ~~assistance awarded under the program.~~
- 13 ~~(e) This article shall remain in effect only until July 1, 2029,~~
- 14 ~~and as of that date is repealed.~~

O



AFFILIATED AGENCIES

*Orange County
Transit District*

*Local Transportation
Authority*

*Service Authority for
Freeway Emergencies*

*Consolidated Transportation
Service Agency*

*Congestion Management
Agency*

April 1, 2026

The Honorable Lori Wilson
California State Assembly
1021 O Street, Suite 8110
Sacramento, CA 95814

Subject: **AB 2059 (Wilson) – SUPPORT IF AMENDED**

Dear Assembly Member Wilson:

The Orange County Transportation Authority (OCTA) Board of Directors respectfully supports AB 2059, if amended, which would establish a cap on the cost of mitigation measures required to address transportation impacts under the California Environmental Quality Act (CEQA) related to vehicle miles traveled (VMT).

OCTA appreciates the intent of AB 2059 to provide greater clarity and cost certainty in the application of VMT mitigation requirements. Since the transition from level of service to VMT under CEQA, transportation projects have faced increasing challenges in identifying feasible and proportionate mitigation measures. In many cases, required mitigation strategies can be difficult to implement and result in costs that may jeopardize the delivery of critical transportation improvements. OCTA has encountered mitigation costs that would significantly increase the overall cost of projects that inherently provide air quality benefits, as much as doubling the cost of projects.

By establishing a reasonable cap on VMT mitigation costs, AB 2059 represents an important step toward ensuring that CEQA requirements do not unduly constrain the advancement of necessary transportation infrastructure through arbitrary mitigation requirements. This is particularly important for projects that address critical safety needs, improve system reliability, and enhance multimodal mobility options. Providing a clear standard for economic feasibility will help lead agencies make more consistent determinations and reduce uncertainty in the project development process.

OCTA is particularly supportive of the bill's recognition that excessive mitigation costs may be deemed economically infeasible under CEQA. However, OCTA recommends amendments to ensure that these provisions are applied in a manner that reflects the realities of transportation project delivery across all regions, including urbanized areas like Orange County. As currently drafted, the bill's provisions are limited to projects located within rural counties, which restricts the broader applicability of these important reforms.

The Honorable Lori Wilson
April 1, 2026
Page 2

Expanding the applicability of the mitigation cost cap would help ensure that transportation agencies can continue to deliver projects that improve mobility while maintaining consistency with the State's environmental goals.

If amended, AB 2059 would align with OCTA's 2025-26 State Legislative Platform principles to "support streamlined environmental review processes for transportation projects and programs to avoid potentially duplicative and unnecessary analysis, while still maintaining traditional environmental protections;" and to "support efforts to ensure local flexibility meeting the State's greenhouse gas emission reduction goals, including project mitigation requirements."

If you or your staff have any questions, please contact Kristin Jacinto, Executive Director of Government Relations, at (714) 560-5754 or kjacinto@octa.net.

Sincerely,



Jamey M. Federico
Chair

JMF:cb

c: Members, Orange County State Legislative Delegation
Darrell E. Johnson, Chief Executive Officer
Topp Strategies

AMENDED IN ASSEMBLY MARCH 19, 2026

CALIFORNIA LEGISLATURE—2025–26 REGULAR SESSION

ASSEMBLY BILL

No. 2059

Introduced by Assembly Member Wilson
(Coauthors: Assembly Members Aguiar-Curry, Carrillo, and Hoover)

February 18, 2026

An act to ~~amend Section 29000 of~~ *add Section 21081.4 to the Public Resources Code, relating to* ~~conservation.~~ *environmental quality.*

LEGISLATIVE COUNSEL'S DIGEST

AB 2059, as amended, Wilson. ~~Suisun Marsh Preservation Act of 1977.~~ *California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.*

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 requires the Office of Land Use and Climate Innovation to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the CEQA implementation guidelines to establish criteria for determining the significance of transportation impacts of projects within transit priority

areas, and requires the criteria to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. CEQA requires the office to recommend potential metrics, including, among other metrics, vehicle miles traveled, to measure these transportation impacts.

This bill would, except as provided, specify that the total cost of mitigation measures required to address a significant transportation impact as determined by the vehicle miles traveled metric is not to exceed 5% of the estimated total project costs. The bill would specify that mitigation measures to address a significant transportation impact as determined by the vehicle miles traveled metric that exceed the 5% limit are deemed to be economically infeasible for the purposes of CEQA. Because the bill would impose additional duties on a lead agency in its analysis of mitigated measures required to address significant transportation impacts, this bill would impose a state-mandated local program.

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

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

~~The Suisun Marsh Preservation Act of 1977 requires the San Francisco Bay Conservation and Development Commission to have primary state responsibility for the implementation of the act, including the issuance of marsh development permits, as specified.~~

~~This bill would make nonsubstantive changes to the provision of law that names the act.~~

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

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

- 1 SECTION 1. Section 21081.4 is added to the Public Resources
- 2 Code, to read:
- 3 21081.4. (a) For purposes of this section, the following
- 4 definitions apply:
- 5 (1) "Demonstrated evacuation need" means a project is
- 6 necessary to increase the capacity and speed of traffic flow during
- 7 emergency evacuations, to implement physical or operational

1 *improvements to reduce fatalities and injuries during a disaster,*
2 *to provide safe evacuation options for individuals with access or*
3 *functional needs, to ensure a transportation facility remains*
4 *functional during disasters, or to provide alternative routes,*
5 *particularly in rural or high-vulnerability areas.*

6 (2) *“Demonstrated safety need” means a project is necessary*
7 *to reduce the number and severity of collisions, to upgrade*
8 *infrastructure to meet current, safer design standards, or to*
9 *improve safety for all users, including specific risks to vulnerable*
10 *road users.*

11 (3) *“Estimated total project cost” means the total capital*
12 *construction cost of the transportation project, as estimated for*
13 *purposes of the environmental review document prepared pursuant*
14 *to this division.*

15 (4) *“Rural county” means a county with a population of less*
16 *than 200,000 persons, as determined by the most recent federal*
17 *decennial census or the most recent population estimates published*
18 *by the Department of Finance.*

19 (5) *“Transportation project” means a project undertaken by a*
20 *public agency that consists of the planning, design, construction,*
21 *reconstruction, rehabilitation, improvement, expansion, or*
22 *operation of a highway, road, bridge, transit facility, rail facility,*
23 *bicycle or pedestrian facility, or other public transportation*
24 *infrastructure.*

25 (b) (1) *Notwithstanding any other law, for a transportation*
26 *project located within a rural county, the total cost of mitigation*
27 *measures required to address a significant transportation impact*
28 *as determined by the vehicle miles traveled metric developed*
29 *pursuant to Section 21099 shall not exceed 5 percent of the*
30 *estimated total project cost.*

31 (2) *Any mitigation measure required to mitigated a significant*
32 *transportation impact as determined by the vehicle miles traveled*
33 *metric developed pursuant to Section 21099 that exceeds the*
34 *limitation established in paragraph (1) shall be deemed*
35 *economically infeasible for purposes of this division.*

36 (c) *Subdivision (b) does not apply to a transportation project*
37 *that adds one or more general purpose lanes to the state highway*
38 *system unless there is a demonstrated safety or evacuation need*
39 *for the project.*

1 *(d) This section does not prohibit a lead agency from approving*
2 *a project with significant and unavoidable impacts pursuant to*
3 *Section 21081, if the agency adopts a statement of overriding*
4 *considerations pursuant to Section 21081 and subdivision (b) of*
5 *Section 15093 of Title 14 of the California Code of Regulations.*

6 *SEC. 2. No reimbursement is required by this act pursuant to*
7 *Section 6 of Article XIII B of the California Constitution because*
8 *a local agency or school district has the authority to levy service*
9 *charges, fees, or assessments sufficient to pay for the program or*
10 *level of service mandated by this act, within the meaning of Section*
11 *17556 of the Government Code.*

12 ~~SECTION 1. Section 29000 of the Public Resources Code is~~
13 ~~amended to read:~~

14 ~~29000. This division shall be known, and may be cited, as the~~
15 ~~Suisun Marsh Preservation Act of 1977.~~



Orange County Transportation Authority Legislative Matrix

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

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
BILLS WITH POSITIONS			
<p>AB 334 (Petrie-Norris – D) Operators of toll facilities: interoperability programs: vehicle information.</p>	<p>Would authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle’s use of the toll facility that is intended to implement interstate interoperability.</p>	<p>INTRODUCED: 01/28/2025 LOCATION: Senate Committees on Transportation and Judiciary LAST AMEND: 07/17/2025 STATUS: 09/13/2025 In SENATE. Failed Deadline pursuant to Rule 61(a)(14).</p>	<p>Support (partial list) Support: Transportation Corridor Agencies (sponsor), Metropolitan Transportation Commission, Orange County Business Council, San Bernardino County Transportation Authority, Association of California Cities Orange County, Automobile Club of Southern California</p>

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

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

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

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

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

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

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

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

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

BILLS BEING MONITORED

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

Introduced: 12/02/2024

Last Amended: 01/14/2026

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

Location: 01/27/2026 - Senate Rules

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

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

Introduced: 01/16/2025

Last Amended: 04/21/2025

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

Location: 07/17/2025 - Senate 2 YEAR

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

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

Introduced: 01/17/2025

Last Amended: 06/02/2025

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

Location: 08/28/2025 - Senate 2 YEAR

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

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

Introduced: 01/28/2025

Last Amended: 07/17/2025

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

Location: 09/11/2025 - Senate 2 YEAR

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

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

Introduced: 01/28/2025

Last Amended: 03/05/2025

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

Location: 08/29/2025 - Senate 2 YEAR

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

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

Introduced: 02/06/2025

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

Location: 08/29/2025 - Senate 2 YEAR

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

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

Introduced: 02/13/2025

Last Amended: 09/09/2025

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

Location: 09/13/2025 - Assembly RECONSIDERATION

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

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

Introduced: 02/18/2025

Last Amended: 09/09/2025

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

Location: 09/13/2025 - Senate 2 YEAR

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

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

Introduced: 02/19/2025

Last Amended: 06/25/2025

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

Location: 08/25/2025 - Senate 2 YEAR

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

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

Introduced: 02/19/2025

Last Amended: 07/10/2025

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

Location: 08/28/2025 - Senate 2 YEAR

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

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

Introduced: 02/19/2025

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

Location: 07/17/2025 - Senate 2 YEAR

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

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

Introduced: 02/20/2025

Last Amended: 06/30/2025

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

Location: 09/11/2025 - Senate 2 YEAR

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

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

Introduced: 02/20/2025

Last Amended: 09/05/2025

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

Location: 09/13/2025 - Senate 2 YEAR

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

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

Introduced: 02/20/2025 (Spot bill)

Last Amended: 05/23/2025

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

Location: 07/17/2025 - Senate 2 YEAR

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

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

Introduced: 02/21/2025

Last Amended: 05/29/2025

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

Location: 07/17/2025 - Senate 2 YEAR

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

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

Introduced: 02/21/2025

Last Amended: 04/23/2025

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

Location: 07/17/2025 - Senate 2 YEAR

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

AB 1331 (Elhawary, D) Workplace surveillance.

Introduced: 02/21/2025

Last Amended: 09/04/2025

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

Location: 09/13/2025 - Senate 2 YEAR

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

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

Introduced: 02/21/2025

Last Amended: 05/23/2025

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

Location: 07/17/2025 - Senate 2 YEAR

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

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

Introduced: 02/21/2025

Last Amended: 01/22/2026

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

Location: 01/29/2026 - Senate Rules

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

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

Introduced: 02/21/2025

Last Amended: 01/05/2026

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

Location: 01/29/2026 - Senate Rules

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

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

Introduced: 01/08/2026

Last Amended: 03/16/2026

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

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

Location: 02/02/2026 - Assembly Transportation

Summary: Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Existing law classifies electric bicycles into 3 classes with different restrictions. Existing law defines a "class 1 electric bicycle" as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Existing law defines a "class 2 electric bicycle" as a bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Existing law defines a "class 3 electric bicycle" as a bicycle equipped with a speedometer and a motor that, in pertinent part, provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. A violation of the Vehicle Code is a crime. This bill would instead define a class 1 electric bicycle as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 16 miles per hour. The bill would define a class 2 electric bicycle as a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 16 miles per hour. The bill would provide that, notwithstanding these definitions, an electric bicycle manufactured prior to January 1, 2027, that was equipped with a motor that is not capable of exceeding 750 watts of peak power and otherwise met the legal requirements for the relevant class at the time of manufacture shall retain its classification. The bill would prohibit a manufacturer from equipping, and a retailer from offering for sale or advertising, any device labeled as an electric bicycle with a motor that is capable of exceeding 750 watts of peak power.

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

Introduced: 01/12/2026

Last Amended: 02/25/2026

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

Location: 03/18/2026 - Assembly Appropriations

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

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

Introduced: 01/12/2026

Last Amended: 03/09/2026

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

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

Location: 02/09/2026 - Assembly Education

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

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

Introduced: 01/12/2026

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

Location: 03/09/2026 - Assembly Local Government

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

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

Introduced: 01/16/2026

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

Location: 03/23/2026 - Assembly Appropriations

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

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

Introduced: 01/20/2026

Last Amended: 03/10/2026

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

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

Location: 03/23/2026 - Assembly Judiciary

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

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

Introduced: 02/02/2026

Last Amended: 03/19/2026

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

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

Location: 03/19/2026 - Assembly Transportation

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

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

Introduced: 02/05/2026

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

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

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

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

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

Introduced: 02/05/2026

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

Location: 03/25/2026 - Assembly Appropriations

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

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

Introduced: 02/05/2026

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

Location: 02/23/2026 - Assembly Natural Resources

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

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

Introduced: 02/09/2026

Last Amended: 03/19/2026

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

Location: 03/16/2026 - Assembly Local Government

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

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

Introduced: 02/10/2026

Last Amended: 03/12/2026

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

Location: 02/23/2026 - Assembly Local Government

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

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

Introduced: 02/10/2026

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

Location: 02/23/2026 - Assembly Natural Resources

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

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

Introduced: 02/10/2026

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

Location: 03/16/2026 - Assembly Local Government

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

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

Introduced: 02/10/2026

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

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

Location: 03/18/2026 - Assembly Judiciary

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

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

Act: strategic plans: equity.

Introduced: 02/11/2026 (Spot bill)

Last Amended: 03/19/2026

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

Location: 03/19/2026 - Assembly Governmental Organization

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

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

Introduced: 02/11/2026

Last Amended: 03/12/2026

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

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

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

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

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

Introduced: 02/11/2026

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

Location: 03/23/2026 - Assembly THIRD READING

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

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

Introduced: 02/11/2026

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

Location: 02/23/2026 - Assembly Natural Resources

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

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

Introduced: 02/11/2026

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

Location: 03/23/2026 - Assembly Local Government

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

AB 1883 (Bryan, D) Workplace surveillance tools.

Introduced: 02/12/2026

Last Amended: 03/12/2026

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

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

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

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

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

Introduced: 02/12/2026

Last Amended: 03/20/2026

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

Location: 03/25/2026 - Assembly Judiciary

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

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

Introduced: 02/12/2026

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

Location: 03/25/2026 - Assembly Local Government

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

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

Introduced: 02/13/2026

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

Location: 03/02/2026 - Assembly Transportation

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

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

Introduced: 02/13/2026

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

Location: 03/25/2026 - Assembly THIRD READING

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

AB 1947 (Ta, R) Surplus land.

Introduced: 02/13/2026

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

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

Location: 03/16/2026 - Assembly Governmental Organization

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

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

Introduced: 02/13/2026

Last Amended: 03/27/2026

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

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

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

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

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

Introduced: 02/13/2026

Last Amended: 03/19/2026

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

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

Location: 03/19/2026 - Assembly Transportation

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

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

Introduced: 02/17/2026

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

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

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

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

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

Introduced: 02/17/2026

Last Amended: 03/19/2026

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

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

Location: 03/19/2026 - Assembly Transportation

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

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

Introduced: 02/17/2026

Last Amended: 03/19/2026

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

Location: 03/19/2026 - Assembly Governmental Organization

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

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

Introduced: 02/17/2026

Last Amended: 03/16/2026

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

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

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

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

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

Introduced: 02/17/2026

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

Location: 03/02/2026 - Assembly Local Government

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

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

Introduced: 02/18/2026

Last Amended: 03/25/2026

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

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

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

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

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

Introduced: 02/18/2026

Last Amended: 03/19/2026

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

Location: 03/19/2026 - Assembly Natural Resources

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

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

Introduced: 02/18/2026

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

Location: 02/18/2026 - Assembly PRINT

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

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

Introduced: 02/18/2026

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

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

Location: 03/02/2026 - Assembly Judiciary

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

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

Introduced: 02/18/2026

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

Location: 03/24/2026 - Assembly Appropriations

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

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

Introduced: 02/18/2026

Last Amended: 03/16/2026

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

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

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

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

Introduced: 02/18/2026

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

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

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

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

Introduced: 02/18/2026 (Spot bill)

Last Amended: 03/19/2026

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

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

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

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

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

Introduced: 02/18/2026

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

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

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

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

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

Introduced: 02/18/2026

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

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

Location: 03/02/2026 - Assembly Governmental Organization

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

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

Introduced: 02/18/2026

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

Location: 03/09/2026 - Assembly Local Government

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

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

Introduced: 02/18/2026

Last Amended: 03/16/2026

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

Location: 03/16/2026 - Assembly Transportation

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

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

Introduced: 02/18/2026

Last Amended: 03/19/2026

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

Location: 03/19/2026 - Assembly Natural Resources

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law requires a lead agency to be responsible for determining whether the project is exempt from CEQA and whether an environmental impact report, negative declaration, or mitigated negative declaration is required, as provided. Existing law, for certain projects, establishes a ministerial review process with modified environmental assessment procedures, as provided. This bill, notwithstanding the above-described provisions relating to determinations by a lead agency, would require an environmental impact report, negative declaration, or mitigated negative declaration for the development, operation, substantial modification, or substantial expansion of a project on land that is zoned to allow industrial uses and is in or within 1 / 2 mile of an overburdened community, as defined.

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

Introduced: 02/19/2026

Last Amended: 03/26/2026

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

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

Location: 03/09/2026 - Assembly Natural Resources

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

AB 2190 (Wallis, R) Internet website accessibility.

Introduced: 02/19/2026

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

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

Location: 03/09/2026 - Assembly Judiciary

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

AB 2193 (Ta, R) Autonomous vehicles.

Introduced: 02/19/2026

Last Amended: 03/16/2026

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

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

Location: 03/09/2026 - Assembly Transportation

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

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

Introduced: 02/19/2026

Last Amended: 03/19/2026

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

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

Location: 03/19/2026 - Assembly Transportation

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

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

Introduced: 02/19/2026

Last Amended: 03/24/2026

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

Location: 03/09/2026 - Assembly Transportation

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

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

Introduced: 02/19/2026

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

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

Location: 03/09/2026 - Assembly Governmental Organization

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

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

Introduced: 02/19/2026

Last Amended: 03/16/2026

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

Location: 03/09/2026 - Assembly Transportation

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

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

Introduced: 02/19/2026

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

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

Location: 03/09/2026 - Assembly Transportation

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

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

Introduced: 02/19/2026

Last Amended: 03/23/2026

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

Location: 03/23/2026 - Assembly Local Government

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

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

Introduced: 02/19/2026

Last Amended: 03/26/2026

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

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

Location: 03/09/2026 - Assembly Transportation

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

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

Introduced: 02/19/2026

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

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

Location: 03/09/2026 - Assembly Governmental Organization

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

AB 2372 (Hoover, R) Vehicles: tolls.

Introduced: 02/19/2026

Last Amended: 03/16/2026

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

Location: 03/16/2026 - Assembly Transportation

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

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

Introduced: 02/19/2026

Last Amended: 03/16/2026

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

Location: 03/16/2026 - Assembly Transportation

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

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

Introduced: 02/20/2026

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

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

Location: 03/26/2026 - Assembly Judiciary

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

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

Introduced: 02/20/2026

Last Amended: 03/16/2026

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

Location: 03/16/2026 - Assembly Emergency Management

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

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

Introduced: 02/20/2026

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

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

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

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

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

Introduced: 02/20/2026

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

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

Location: 03/09/2026 - Assembly Elections

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

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

Introduced: 02/20/2026

Last Amended: 03/23/2026

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

Location: 03/09/2026 - Assembly Natural Resources

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

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

Introduced: 02/20/2026

Last Amended: 03/19/2026

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

Location: 03/19/2026 - Assembly Transportation

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

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

Introduced: 02/20/2026

Last Amended: 03/24/2026

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

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

Location: 03/16/2026 - Assembly Elections

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

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

Introduced: 02/20/2026

Last Amended: 03/20/2026

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

Location: 03/16/2026 - Assembly Emergency Management

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

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

Introduced: 02/20/2026

Last Amended: 03/17/2026

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

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

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

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

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

Introduced: 02/20/2026

Last Amended: 03/19/2026

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

Location: 03/19/2026 - Assembly Local Government

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

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

Introduced: 02/20/2026

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

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

Location: 03/09/2026 - Assembly Natural Resources

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

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

Introduced: 02/20/2026 (Spot bill)

Last Amended: 03/19/2026

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

Location: 03/19/2026 - Assembly Emergency Management

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

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

Introduced: 02/20/2026

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

Location: 03/16/2026 - Assembly Natural Resources

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

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

Introduced: 02/20/2026

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

Location: 02/20/2026 - Assembly PRINT

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

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

Introduced: 02/20/2026

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

Location: 03/09/2026 - Assembly Transportation

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

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

Introduced: 02/20/2026

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

Location: 03/09/2026 - Assembly Natural Resources

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

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

Introduced: 02/20/2026

Last Amended: 03/19/2026

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

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

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

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

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

Introduced: 02/20/2026

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

Location: 03/09/2026 - Assembly Transportation

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

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

Introduced: 02/20/2026

Last Amended: 03/19/2026

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

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

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

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

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

Introduced: 02/20/2026

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

Location: 03/16/2026 - Assembly Transportation

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

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

Introduced: 02/20/2026

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

Location: 03/16/2026 - Assembly Transportation

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

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

Introduced: 03/16/2026

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

Location: 03/23/2026 - Assembly Transportation

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

ACA 7 (Jackson, D) Government preferences.

Introduced: 02/13/2025

Last Amended: 05/07/2025

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

Location: 02/19/2026 - Senate Rules

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

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

Introduced: 03/26/2025

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

Location: 03/26/2025 - Assembly PRINT

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

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

Introduced: 04/22/2025

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

Location: 04/22/2025 - Assembly PRINT

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

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

Introduced: 01/07/2026

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

Location: 01/07/2026 - Assembly PRINT

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

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

Introduced: 12/02/2024

Last Amended: 03/13/2025

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

Location: 07/17/2025 - Assembly 2 YEAR

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

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

Introduced: 01/15/2025

Last Amended: 04/07/2025

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

Location: 08/28/2025 - Assembly 2 YEAR

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

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

Introduced: 01/30/2025

Last Amended: 04/07/2025

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

Location: 01/27/2026 - Assembly DESK

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

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

Introduced: 02/18/2025

Last Amended: 07/03/2025

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

Location: 08/28/2025 - Assembly 2 YEAR

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

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

Introduced: 02/18/2025

Last Amended: 07/17/2025

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

Location: 08/28/2025 - Assembly 2 YEAR

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

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

Introduced: 02/19/2025

Last Amended: 09/09/2025

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

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

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

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

Introduced: 02/20/2025

Last Amended: 04/29/2025

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

Location: 07/17/2025 - Assembly 2 YEAR

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

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

Introduced: 02/20/2025

Last Amended: 06/27/2025

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

Location: 08/28/2025 - Assembly 2 YEAR

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

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

Introduced: 02/20/2025

Last Amended: 06/23/2025

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

Location: 09/10/2025 - Assembly 2 YEAR

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

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

Introduced: 02/20/2025

Last Amended: 03/26/2025

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

Location: 08/28/2025 - Assembly 2 YEAR

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

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

Introduced: 02/20/2025

Last Amended: 04/21/2025

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

Location: 07/17/2025 - Assembly 2 YEAR

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

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

Introduced: 02/20/2025

Last Amended: 01/22/2026

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

Location: 01/27/2026 - Assembly DESK

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

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

Introduced: 02/21/2025

Last Amended: 01/08/2026

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

Location: 01/26/2026 - Assembly DESK

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

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

Introduced: 02/21/2025

Last Amended: 04/21/2025

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

Location: 07/17/2025 - Assembly 2 YEAR

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

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

Introduced: 02/21/2025

Last Amended: 07/02/2025

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

Location: 09/04/2025 - Assembly INACTIVE FILE

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

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

Introduced: 02/21/2025

Last Amended: 07/17/2025

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

Location: 08/28/2025 - Assembly 2 YEAR

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

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

Introduced: 01/16/2026

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

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

Location: 02/11/2026 - Senate Transportation

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

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

Introduced: 01/28/2026

Last Amended: 03/11/2026

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

Location: 03/19/2026 - Senate THIRD READING

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

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

Introduced: 01/29/2026

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

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

Location: 03/18/2026 - Senate Appropriations

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

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

Introduced: 02/02/2026

Last Amended: 03/26/2026

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

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

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

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

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

Introduced: 02/02/2026

Last Amended: 03/26/2026

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

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

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

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

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

Introduced: 02/02/2026

Last Amended: 03/09/2026

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

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

Location: 03/18/2026 - Senate Transportation

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

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

Introduced: 02/04/2026

Last Amended: 03/09/2026

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

Location: 02/11/2026 - Senate Environmental Quality

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

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

Introduced: 02/05/2026

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

Location: 03/24/2026 - Senate Local Government

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

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

Introduced: 02/10/2026 (Spot bill)

Last Amended: 03/25/2026

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

Location: 02/10/2026 - Senate Rules

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

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

Introduced: 02/10/2026

Last Amended: 03/16/2026

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

Location: 02/18/2026 - Senate Emergency Management

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

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

Introduced: 02/11/2026

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

Location: 02/18/2026 - Senate Environmental Quality

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

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

Introduced: 02/11/2026

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

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

Location: 02/18/2026 - Senate Transportation

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

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

Introduced: 02/11/2026 (Spot bill)

Last Amended: 03/17/2026

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

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

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

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

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

Introduced: 02/12/2026

Last Amended: 03/26/2026

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

Location: 03/25/2026 - Senate Appropriations

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

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

Introduced: 02/12/2026

Last Amended: 03/25/2026

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

Location: 02/12/2026 - Senate Rules

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

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

Introduced: 02/13/2026

Last Amended: 03/25/2026

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

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

Location: 02/26/2026 - Senate Environmental Quality

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

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

Introduced: 02/17/2026

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

Location: 02/26/2026 - Senate Governmental Organization

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

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

Introduced: 02/17/2026

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

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

Location: 02/26/2026 - Senate Transportation

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

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

Introduced: 02/18/2026

Last Amended: 03/26/2026

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

Location: 03/25/2026 - Senate Appropriations

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

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

Introduced: 02/18/2026

Last Amended: 03/25/2026

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

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

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

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

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

Introduced: 02/18/2026

Last Amended: 03/26/2026

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

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

Location: 02/26/2026 - Senate Transportation

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

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

Introduced: 02/18/2026

Last Amended: 03/23/2026

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

Location: 02/18/2026 - Senate Rules

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

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

Introduced: 02/18/2026

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

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

Location: 02/26/2026 - Senate Transportation

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

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

Introduced: 02/18/2026

Last Amended: 03/24/2026

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

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

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

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

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

Introduced: 02/18/2026

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

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

Location: 02/26/2026 - Senate Transportation

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

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

Introduced: 02/19/2026

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

Location: 03/04/2026 - Senate Local Government

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

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

Introduced: 02/19/2026

Last Amended: 03/24/2026

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

Location: 02/19/2026 - Senate Rules

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

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

Introduced: 02/19/2026

Last Amended: 03/25/2026

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

Location: 02/19/2026 - Senate Rules

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

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

Introduced: 02/19/2026

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

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

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

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

Introduced: 02/19/2026

Last Amended: 03/25/2026

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

Location: 02/19/2026 - Senate Rules

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

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

Introduced: 02/19/2026

Last Amended: 03/26/2026

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

Location: 03/25/2026 - Senate Appropriations

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

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

Introduced: 02/19/2026

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

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

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

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

Introduced: 02/19/2026

Last Amended: 03/26/2026

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

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

Location: 03/04/2026 - Senate Transportation

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

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

Introduced: 02/19/2026

Last Amended: 03/25/2026

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

Location: 03/26/2026 - Senate Rules

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

SB 1266 (Stern, D) Crimes: theft.

Introduced: 02/19/2026

Last Amended: 03/25/2026

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

Location: 03/26/2026 - Senate Rules

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

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

Introduced: 02/20/2026

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

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

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

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

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

Introduced: 02/20/2026

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

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

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

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

Introduced: 02/20/2026

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

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

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

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

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

Introduced: 02/20/2026

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

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

Location: 03/04/2026 - Senate Transportation

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

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

Introduced: 02/20/2026

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

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

Location: 03/04/2026 - Senate Transportation

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

SB 1319 (Durazo, D) California Public Records Act: public investment funds.

Introduced: 02/20/2026

Last Amended: 03/25/2026

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

Location: 02/20/2026 - Senate Rules

Summary: The California Public Records Act (act) requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. The act exempts from disclosure certain records regarding alternative investments, as defined, in which public investment funds, as defined, invest. The act, however, requires certain information contained in those records to be disclosed, including, among other things, the name, address, and vintage year of each alternative investment vehicle. This bill would additionally require the disclosure of certain additional information, including, among other things, a comparison of the results from the alternative investment vehicle against the performance the public investment fund would have experienced from investing the same amount in a public market index of corresponding assets traded in the public securities markets, after controlling for risk, liquidity, and expense.

SB 1324 (Blakespear, D) Passenger and freight rail: LOSSAN Rail Corridor: working group report.

Introduced: 02/20/2026

Last Amended: 03/23/2026

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

Location: 02/20/2026 - Senate Rules

Summary: Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. Existing law requires the Secretary of Transportation to convene a working group composed of representatives of certain types of entities, including, among others, representatives from county transportation commissions and metropolitan planning organizations from specified counties. Existing law requires the working group to submit consensus recommendations and feedback in a report to the Legislature on or before February 1, 2026, on various topics relating to rail service in the LOSSAN Rail Corridor. This bill would instead require the working group to submit this report to the Legislature on or before February 1, 2027.

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

Introduced: 02/20/2026

Status: 03/16/2026 - Set for hearing April 22.

Calendar: 04/22/26 S-ENVIRONMENTAL QUALITY 9 a.m. - State Capitol, Room 112 BLAKESPEAR, CATHERINE, Chair

Location: 03/04/2026 - Senate Environmental Quality

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

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

Introduced: 02/20/2026

Status: 03/25/2026 - Set for hearing April 7.

Calendar: 04/07/26 S-ENERGY, UTILITIES AND COMMUNICATIONS 9 a.m. - 1021 O Street, Room 1200 ALLEN, BENJAMIN, Chair

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

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

SB 1361 (Durazo, D) Transit-oriented housing developments: exceptions: housing development policy.

Introduced: 02/20/2026

Last Amended: 03/25/2026

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

Location: 02/20/2026 - Senate Rules

Summary: Existing law requires a housing development project to be an allowed use as a transit-oriented housing development if certain requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency takes specified actions. Existing law defines various terms for these purposes. This bill would additionally exempt from the above-described provisions certain local agencies or local governments if the entity has adopted a policy by January 1, 2026, to complete at least 10,000 housing units, at least 50% of which will be income restricted, by January 1, 2032, except as specified.

SB 1375 (Cortese, D) California Environmental Quality Act: exemptions: City of San Jose: Diridon Station.

Introduced: 02/20/2026

Last Amended: 03/25/2026

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

Location: 02/20/2026 - Senate Rules

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law exempts from CEQA a public project for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be exclusively used by zero-emission trains or specified rolling stock or locomotives, as provided. This bill would exempt from CEQA a public program for the modernization of Diridon Station in the City of San Jose, including, but not limited to, the track, platform, station, public plaza or realm, roadway crossing and access improvements, and intermodal facilities and connections. Because a lead agency would be required to determine the applicability of this exemption, the bill would impose a state-mandated local program. This bill would make legislative findings and declarations as to the necessity of a special statute for the Diridon Station Program in the County of Santa Clara.

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

Introduced: 02/20/2026

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

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

Location: 03/04/2026 - Senate Transportation

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

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

Introduced: 02/20/2026

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

Location: 03/04/2026 - Senate Local Government

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

SB 1408 (Arreguin, D) Contra Costa Transportation Authority: transactions and use tax.

Introduced: 02/20/2026

Last Amended: 03/23/2026

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

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

Location: 03/04/2026 - Senate Transportation

Summary: Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. This bill would authorize, until January 1, 2045, the Contra Costa Transportation Authority to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 1% that would, in combination with other transactions and use taxes, exceed the above-described combined rate limit of 2%, if the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified.

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

Introduced: 02/20/2026

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

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

Location: 03/04/2026 - Senate Transportation

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

SB 1423 (Stern, D) Transportation funding: State Transportation Improvement Program: Active Transportation Program.

Introduced: 02/20/2026

Last Amended: 03/25/2026

Status: 03/26/2026 - Withdrawn from committee. Re-referred to Com. on RLS.

Location: 03/26/2026 - Senate Rules

Summary: Existing law generally provides for programming and allocation of available state and federal transportation funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation through the adoption of an interregional transportation improvement program, and 75% of available funds to be programmed and expended on regional improvement projects nominated by transportation planning agencies through the adoption of a regional transportation improvement program. This bill would require at least 50% of funds programmed in the interregional transportation improvement program, and 50% of funds programmed in a regional transportation improvement program, to be programmed for safe streets projects, as specified.

SB 1424 (Archuleta, D) Sales and use taxes: electric vehicle fueling.

Introduced: 02/20/2026

Last Amended: 03/24/2026

Status: 03/25/2026 - Withdrawn from committee. Re-referred to Com. on RLS.

Location: 03/25/2026 - Senate Rules

Summary: Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state of, or on the storage, use, or other consumption in this state of, tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including an exemption for the sale of, or the storage, use, or consumption of, certain tangible personal property purchased for use by a qualified person to be used primarily in specified manufacturing, processing, refining, fabricating, recycling, research and development, or electric power, as prescribed. This bill would additionally exempt, under the provision described above, from state sales and use tax laws qualified tangible personal property purchased for use by a qualified person to be used primarily in the fueling of an electric vehicle.

SB 1425 (Cortese, D) High-Speed Rail Authority: property: right-of-way.

Introduced: 02/20/2026

Last Amended: 03/25/2026

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

Location: 02/20/2026 - Senate Rules

Summary: The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to acquire rights-of-way through purchase or eminent domain, as specified. This bill would establish a permit program, administered by the authority, for encroachments on the authority's rights-of-way. The bill would make any person who installs or performs an encroachment within the authority's right-of-way, without a permit, guilty of a misdemeanor. The bill would also make any person who willfully damages any feature of the high-speed train system or any portion of the authority's right-of-way guilty of a misdemeanor. The bill would provide for civil penalties for specified categories of encroachment and, unless authorized by law or an encroachment permit, would make it unlawful to manage water flows in certain ways that impact the high-speed train system or the authority's right-of-way, as specified. The bill would require all moneys, including moneys from permit fees and civil penalties, collected pursuant to its provisions to be deposited into the High-Speed Rail Property Fund. The bill would, upon appropriation by the Legislature, make the penalty moneys available to the authority for use in the development, improvement, and maintenance of the high-speed rail system, and the other moneys available for administering these provisions.

SCR 84 (Blakespear, D) California Rail Month.

Introduced: 05/19/2025

Last Amended: 03/12/2026

Status: 03/16/2026 - Read second time. Ordered to third reading.

Location: 03/16/2026 - Senate THIRD READING

Summary: Would recognize May 2026 as California Rail Month.

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

Introduced: 01/08/2026

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

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

Location: 01/21/2026 - Senate Transportation

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

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

Introduced: 02/12/2026

Last Amended: 03/02/2026

Status: 03/25/2026 - Read second time. Ordered to consent calendar.

Location: 03/24/2026 - Senate CONSENT CALENDAR

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



April 16, 2026

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

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

Overview

The Orange County Transportation Authority regularly updates the Legislative Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This report provides a summary of President Trump's Fiscal Year 2027 Budget Request and its implications for federal transportation funding and policy. It also includes an overview of a congressional letter supporting restoration of local Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement Program project selection authority, and a summary of recent congressional leadership changes affecting federal transportation policy.

Recommendation

Receive and file as an information item.

Discussion

President Trump's Fiscal Year 2027 Budget

On April 3, 2026, President Trump unveiled his fiscal year (FY) 2027 discretionary budget request as part of a broader \$2.2 trillion federal proposal, which includes \$1.5 trillion in defense spending, an increase of approximately \$445 billion, or more than 40 percent, above current levels. Within this proposal, the U.S. Department of Transportation (USDOT) is one of the few non-defense agencies to receive an increase in discretionary funding. The Administration proposes \$26.6 billion in discretionary budget authority for USDOT, an increase of \$1.6 billion, or 6.2 percent, above the FY 2026 enacted level.

While discretionary funding for USDOT increases modestly, the overall federal transportation funding picture is significantly reduced from FY 2026 levels due to the expiration of advance appropriations provided under the Infrastructure Investment and Jobs Act (IIJA). The FY 2027 budget does not propose extending these advance appropriations beyond FY 2026. As a result, total USDOT

budgetary resources are expected to decline substantially. Analysis estimates total USDOT funding would decrease from approximately \$147.5 billion in FY 2026 to \$114.1 billion in FY 2027, a reduction of \$33.3 billion, or 22.6 percent.

The FY 2027 budget request also does not include a proposal for surface transportation reauthorization after the IIJA expires on September 30, 2026, and does not address the long-term solvency of the Highway Trust Fund. However, the budget assumes a modest increase in formula-based funding, including a 2.1 percent increase in Highway Trust Fund obligation limitations, contingent on congressional action to extend current authorization law beyond FY 2026.

Significant spending proposals and program changes include:

- The budget does not extend advance appropriations provided under the IIJA, resulting in a substantial reduction in overall USDOT funding levels beginning in FY 2027.
- A 2.1 percent increase in Highway Trust Fund obligation limitations for both highway and transit formula programs above FY 2026 levels, contingent on congressional action to extend current surface transportation authorization.
- Transit formula funding increases by approximately \$300 million in FY 2027, maintaining core Federal Transit Administration (FTA) programs and resolving earlier uncertainty regarding potential reductions to formula funding.
- \$1.2 billion for the FTA Capital Investment Grants Program, a significant reduction of \$486 million from FY 2026 levels.
- \$770 million for the Infrastructure for Rebuilding America Grant Program, with a stated focus on projects that improve freight movement, reduce congestion, and support nationally and regionally significant infrastructure.
- \$300 million for the Consolidated Rail Infrastructure and Safety Improvements Program and \$100 million for the Railroad Crossing Elimination Program, representing reduced overall rail funding following the expiration of IIJA advance appropriations.
- \$713.7 million for the Bridge Formula Program, replacing a limited portion of bridge funding previously provided through IIJA.
- Elimination of several discretionary grant programs, including Rebuilding American Infrastructure with Sustainability and Equity and the National Infrastructure Project Assistance Grant Program, as well as elimination of earmark accounts included in prior appropriations bills.

- Cancellation of approximately \$4.2 billion in unobligated funding for electric vehicle charging programs, including the National Electric Vehicle Infrastructure and Charging and Fueling Infrastructure programs.
- Creation of a new \$403 million “D.C. Safe and Beautiful Fund” to support transit security, Union Station improvements, and related transportation projects in Washington, D.C.

Overall, the President’s FY 2027 budget request reflects a shift toward a more limited federal transportation program focused on highways, freight, aviation, maritime infrastructure, and selected security-related investments, while reducing or eliminating funding for several discretionary grant programs that have historically supported transit, rail, and multimodal infrastructure. As with prior years, the President’s budget request is unlikely to be enacted exactly as proposed, but it establishes the Administration’s priorities and will help frame congressional appropriations and reauthorization discussions in FY 2027.

Congressional Letter Supporting Restoration of Local Surface Transportation Block Grant (STBG) Program and Congestion Management and Air Quality (CMAQ) Improvement Program project selection authority.

As has previously been reported to this Committee, OCTA, in coordination with regional transportation partners, continues to advance a targeted legislative proposal as part of surface transportation reauthorization to restore local project selection authority for STBG and CMAQ program funds within the Southern California Association of Governments (SCAG) region. This effort seeks to reinstate the long-standing, population-based suballocation framework that was in place for more than three decades prior to a 2021 federal corrective action that centralized project selection authority at the metropolitan planning organization (MPO) level.

Building on prior advocacy efforts, on March 23, 2026, members of the Southern California congressional delegation transmitted a bipartisan letter to the leadership of the House Transportation and Infrastructure (T&I) Committee in support of this proposal. The letter, signed by members of the Orange County delegation, including Representative Lou Correa (D-CA), Representative Young Kim (R-CA), Representative Dave Min (D-CA), and Representative Mike Levin (D-CA), along with additional members of the Southern California delegation, urges inclusion of legislative language in the upcoming surface transportation reauthorization bill to restore local STBG and CMAQ suballocation authority.

The letter reiterates that California’s previous framework, under which STBG and CMAQ funds were distributed by population to county transportation commissions, enabled local agencies to efficiently plan and deliver projects tailored to their communities while ensuring accountability and timely use of federal funds. It further notes that the 2021 change has disrupted long-range

planning, delayed project delivery, and reduced local responsiveness in large and complex regions such as SCAG.

Consistent with prior proposals, the delegation supports a narrowly tailored amendment applicable to metropolitan planning areas with populations exceeding ten million in states with codified distribution formulas. Under this approach, county transportation commissions would resume responsibility for project selection, while MPOs would retain oversight and final approval of the regional transportation improvement program. The letter emphasizes that restoring this structure would improve efficiency, reduce administrative burden, and accelerate delivery of critical transportation projects.

Congressional Transportation Leadership Update

The House T&I Committee Chair Sam Graves (R-MO) has announced he will retire at the conclusion of the 119th Congress, concluding more than 25 years of service in the U.S. House of Representatives. First elected in 2000, Rep. Graves has represented Missouri's 6th District since 2001 and has served in senior leadership on the T&I Committee since 2019, including as Chair since 2023. Throughout his tenure, he has worked across administrations and with members of both parties to advance major transportation and infrastructure initiatives, including surface transportation reauthorization, aviation safety, and federal infrastructure investment. He previously chaired the House Small Business Committee and several T&I subcommittees, and has been recognized for legislative effectiveness and a collaborative approach to policymaking. His retirement comes amid a broader period of congressional transition and will mark a change in leadership for one of the primary committees overseeing federal transportation policy.

Summary

Information is provided on President Trump's Fiscal Year 2027 Budget Request and its implications for federal transportation funding, and recent congressional actions related to restoring local STBG and CMAQ project selection authority. Also included is an update on congressional transportation leadership changes.

Attachments

- A. Letter from Ken Calvert, Representative, House of Representatives, J. Luis Correa, Representative, House of Representatives, and others, to Sam Graves, Chairman, House Transportation and Infrastructure Committee and Rick Larsen, Ranking Member, House Transportation and Infrastructure Committee, dated March 23, 2026, re: Support Requested: Proposal to Reinstate Local Surface Transportation Block Grant and Congestion Mitigation and Air Quality Regional Allocation Authority
- B. Potomac Partners DC, Monthly Legislative Report – March 2026

Prepared by:



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

Approved by:



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



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

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In 2021, a federal corrective action prohibited Metropolitan Planning Organizations (MPOs) from delegating project selection, effectively centralizing control at the regional level. In the Southern California Association of Governments (SCAG) region, which is home to over 18.8 million people across six counties and nearly 200 cities, this shift has disrupted long-range planning, delayed project delivery, and diminished local responsiveness. Restoring the prior process will yield substantial efficiency gains by reducing administrative layers and directing more funding to project delivery, in a manner that ensures full obligation of federal funds.

We support a narrowly tailored amendment for inclusion in the next surface transportation reauthorization legislation. The amendment would restore direct formula allocation to county transportation agencies in metropolitan planning areas with populations exceeding 10 million. This change would enable county transportation commissions to continue managing and delivering projects efficiently, ensuring accountability and responsiveness to local needs while preserving MPO oversight of the broader transportation improvement program.

The following is the proposed legislative language:

Amend 23 U.S.C. §134(j) with:

(5) Formula distribution in large metropolitan areas.

In metropolitan planning areas with a total population exceeding 10,000,000, as determined by the most recent decennial census, the state department of transportation shall distribute funds provided under sections 133 and 149 to county transportation commissions created under state statute for project selection, based on the following:

- (A) The distribution process for funding under section 133 shall be based on population.
- (B) The distribution process for funding under section 149 shall be based on a formula that accounts for population and attainment status.
- (C) The metropolitan planning organization retains responsibility for the final approval of the transportation improvement program.

As language is developed for the surface transportation reauthorization bill, we appreciate your consideration of this proposal.

Sincerely,



Ken Calvert
Member of Congress



J. Luis Correa
Member of Congress



Young Kim
Member of Congress



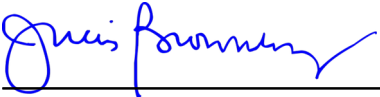
Mark Takano
Member of Congress



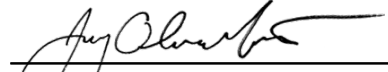
Dave Min
Member of Congress



Mike Levin
Member of Congress



Julia Brownley
Member of Congress



Jay Obernolte
Member of Congress



Monthly Legislative Report – March 2026

Advocacy Meetings

Office of Representative Ken Calvert (R-CA) – In March, we met regularly with Congressman Calvert’s staff to finalize a Southern California delegation letter to the House Transportation and Infrastructure (T&I) Committee Chairman and Ranking Member urging inclusion of language in the upcoming surface transportation reauthorization to restore local suballocation authority for Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds. The letter emphasizes that, for more than three decades, this structure enabled local agencies to deliver projects efficiently and with direct accountability, while the 2021 federal corrective action shifting authority to the MPO level has led to longer approval timelines, reduced flexibility, and increased administrative burdens. This effort reflects strong regional alignment and continues to gain traction with Committee leadership as reauthorization advances.

Office of Representative Linda Sanchez (D-CA) – We discussed with the Congresswoman’s office a Community Project Funding request for the OC Loop Segment A Project, which will deliver a bikeway in the City of La Habra along the Union Pacific right-of-way. The project is part of OCTA’s broader 66-mile OC Loop network and will provide safe, multimodal connections for residents, including access to schools, parks, and key community destinations.

Office of Representative Lou Correa (D-CA) – We worked closely with Congressman Correa’s staff, who served as a co-lead on the delegation letter to the House Transportation and Infrastructure Committee Chairman and Ranking Member, urging inclusion of language in the upcoming surface transportation reauthorization to restore local suballocation authority for Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds. We also engaged with the Congressman’s staff on a Community Project Funding request to support the Metrolink Rehabilitation Project, which would fund critical improvements at the Orange, Santa Ana, and Anaheim Regional Transportation Intermodal Center (ARTIC) train stations.

Office of Representative Dave Min (D-CA) – In March, we met multiple times with Congressman David Min’s staff to discuss a Fiscal Year (FY) 2027 Community Project Funding request for the Irvine Metrolink Rehabilitation Project. The project, led by the Orange County Transportation Authority, seeks to rehabilitate critical rail infrastructure serving Orange County, including upgrades to worn rail, signal components, rail cars, and related systems.

Office of Representative Mike Levin (D-CA) – We worked with Congressman Levin’s staff on a Community Project Funding request for the PCH Bridge Replacement Project in Dana Point, California. The project would replace the existing rail bridge spanning Pacific Coast Highway with a new single-track steel through-plate girder bridge. The effort includes

demolition of the aging structure and construction of a modern, resilient bridge designed to improve safety and minimize disruption during construction.

Office of Representative David Rouzer (R-NC) – We met several times with Congressman Rouzer’s Chief of Staff to discuss the timing of the surface transportation reauthorization, with the Committee now planning for an April markup of a draft bipartisan bill.

House Appropriations Majority Staff – We met several times with Appropriations Committee staff to clarify guidance and key application requirements for FY27 Community Project Funding requests and to discuss several of OCTA’s priority projects submitted to delegation offices.

Office of Senator Adam Schiff (D-CA) – We followed up in March with Senator Schiff’s appropriations staff to facilitate the submission of OCTA’s Congressionally Directed Spending (CDS) request for the Orange County Maintenance Facility in Irvine, California.

Office of Senator Alex Padilla (D-CA) – We met with Senator Padilla’s staff to discuss a joint Congressionally Directed Spending (CDS) request for the Orange County Maintenance Facility in Irvine, California.

Office of Representative Young Kim (R-CA) – We met with Congresswoman Kim’s transportation staff to submit a FY27 Community Project Funding request for the State Route 91 (SR-91) East Corridor Operations Project. The request would support construction of key improvements along SR-91 in Orange and Riverside Counties. In addition, we helped facilitate an on-site tour of major transportation projects in Orange County for the Congresswoman’s legislative staff to provide firsthand insight into regional infrastructure needs and priorities.

Office of Representative Derek Tran (D-CA) – We met with Congressman Tran’s office to discuss and facilitate a Community Project Funding request for the State Route 57 (SR-57) Improvement Project.

FY26 and FY27 Appropriations Update

As negotiations continue to resolve the partial government shutdown affecting the Department of Homeland Security (DHS), the path forward appears increasingly tied to passage of a second budget reconciliation package using the same legislative mechanism as H.R. 1, the “One Big Beautiful Bill Act.”

While a reconciliation path is being determined, some senior appropriators are also floating proposals to provide short-term supplemental funding for DHS to ensure federal employees impacted by the shutdown are paid and normal operations at airports in the United States are restored.

Regarding budget reconciliation this path allows certain fiscal measures to pass the Senate with a simple majority (51 votes), bypassing the traditional 60-vote threshold required to

advance most legislation. While designed as an expedited process to address budgetary priorities, reconciliation is limited in scope and cannot include extraneous policy provisions. To initiate reconciliation, both the House and Senate must first adopt identical budget resolutions directing committees to meet specified spending and revenue targets. Committees then draft legislative language consistent with those instructions. Earlier this year, the Republican Study Committee released its “Reconciliation 2.0” framework, titled *Making the American Dream Affordable Again*, which focuses on housing affordability, healthcare, energy policy, federal spending, and codifying key presidential executive actions.

Despite the unresolved FY26 DHS funding and the absence of a formal presidential budget submission, Congress has already begun the FY27 appropriations process. Member portals for FY27 Community Project Funding (CPF) requests have now closed, and submissions are currently under review. Notably, despite the ongoing partial shutdown, House appropriators held a series of hearings on March 25 and 26 to solicit member priorities and input on Fiscal Year 2027 funding bills. In the Senate, offices are similarly working to finalize Congressionally Directed Spending (CDS) requests, though timelines are slightly later than in the House.

At the same time, both chambers are also awaiting the President’s budget request, which will serve as a starting point for negotiations or primarily signal the Administration’s policy priorities. The Office of Management and Budget, led by Director Russ Vought, had previously indicated an April 3 target for release of the President’s partial budget request.

House Republicans Discuss 2026 Agenda at Annual Policy Conference

House Republicans convened in Doral, Florida this month for their annual policy retreat, aiming to align on a legislative agenda for the remainder of the year ahead of the November midterm elections. The retreat comes as leadership navigates a narrow majority alongside broader economic pressures, rising energy costs, and ongoing geopolitical tensions.

Speaker Mike Johnson outlined four key legislative priorities for completion before November: surface transportation reauthorization, Foreign Intelligence Surveillance Act (FISA) reauthorization, a new Water Resources Development Act (WRDA), and advancing Farm Bill-related legislation. As mentioned earlier, Leadership also reaffirmed its intent to pursue a second budget reconciliation package using the same legislative vehicle as H.R. 1, the “One Big Beautiful Bill Act” (also referred to as the Working Families Tax Cut Act).

President Trump also addressed the conference and continues to play a central role in shaping the House GOP agenda. He has urged Congress to prioritize passage of the SAVE Act, a proof-of-citizenship voting requirement, and has signaled a willingness to withhold support for other legislative efforts until it is enacted.

More broadly, discussions at the retreat focused on leveraging reconciliation to advance elements of the Administration’s economic agenda, including tax policy, cost-of-living

measures, and energy policy. At the same time, internal conversations highlighted the ongoing challenge for leadership in maintaining caucus unity while advancing an ambitious legislative agenda under tight political constraints.

House Republican leadership remains optimistic that they can advance a combination of a broader reconciliation package, targeted legislative items such as the Surface Transportation Reauthorization to support vulnerable incumbents, and elements of housing policy currently moving through the Senate. However, debate over specific policy provisions remains ongoing, and significant legislative action may ultimately be shaped by political dynamics heading into the midterm elections.

House T&I Chairman Sam Graves Announces Retirement

House Transportation and Infrastructure Committee Chairman Sam Graves (R-MO) announced he will not seek reelection, concluding a 25-year career in Congress and triggering a high-stakes leadership transition on one of Capitol Hill's most influential and bipartisan committees.

In a statement, Ranking Member Rick Larsen (D-WA) praised Graves as a "fierce advocate for infrastructure investment and transportation safety," highlighting their longstanding bipartisan partnership. Larsen pointed to a series of major legislative accomplishments under Graves' leadership, including the 2024 FAA Reauthorization, the Thomas R. Carper Water Resources Development Act of 2024, the Coast Guard Authorization Act of 2025, and the recently advanced ALERT Act, all of which demonstrated Graves' ability to deliver results in an often-polarized Congress.

Graves' departure comes at a pivotal moment, as the committee works toward surface transportation reauthorization ahead of a September 30 deadline. While members have expressed confidence that work will continue uninterrupted, this announcement adds a renewed sense of urgency for House Majority members and for Chairman Graves to complete the work currently underway.

Looking ahead to the next Congress, much will depend on the outcome of the November midterm elections, though early positioning is already underway. Congressman David Rouzer (R-NC), who chairs the Highways and Transit Subcommittee, has publicly declared his intention to seek the gavel if Republicans retain the majority and has been actively building support within the conference. If Democrats take control of the House, Rick Larsen is expected to pursue the chairmanship, having served as ranking member since 2023.

Graves' retirement was not entirely unexpected. In 2024, he received a waiver from the Republican Steering Committee to extend his tenure as chair beyond standard term limits, signaling that this term could be his last. Colleagues on both sides of the aisle have emphasized his pragmatic leadership style and ability to advance bipartisan legislation, qualities that may be tested as the committee transitions to new leadership.

Despite the leadership transition, committee members including Representatives David Rouzer (R-NC) and Daniel Webster (R-FL) have indicated that work on surface transportation reauthorization will continue. However, with a compressed legislative calendar and election-year dynamics, the path forward remains uncertain. Graves in recent conversations has stated he intends to remain fully engaged through the end of his term, signaling continuity in the near term even as the longer-term direction of the committee begins to take shape.

Trump Administration Challenges California Electric Vehicle (EV) Mandate in Federal Court

The U.S. Department of Transportation (USDOT) and U.S. Department of Justice have filed a lawsuit seeking to block California's electric vehicle (EV) mandate, arguing that the state's regulations unlawfully impose fuel economy standards that are preempted by federal law. The lawsuit, filed on behalf of the National Highway Traffic Safety Administration (NHTSA), asserts that California's policies effectively create state-specific fuel economy requirements, which are governed exclusively at the federal level under the Energy Policy and Conservation Act (EPCA). Federal officials argue that allowing individual states to set such standards would create a fragmented regulatory environment for automakers and increase vehicle costs nationwide.

Secretary Sean P. Duffy and Attorney General Pamela Bondi emphasized that the Administration's position is focused on maintaining a single national standard for fuel economy and protecting consumer affordability and manufacturing stability. The Administration also pointed to its broader "Freedom Means Affordable Cars" initiative, which aims to reduce vehicle costs and adjust federal Corporate Average Fuel Economy (CAFE) standards. The case specifically targets regulations adopted by the California Air Resources Board (CARB), arguing that these policies exceed state authority and interfere with interstate commerce. The litigation has been filed in the U.S. District Court for the Eastern District of California. This legal challenge marks a significant escalation in the ongoing federal-state dispute over vehicle emissions standards and EV policy, with potential implications for automakers, consumers, and the future structure of national transportation and environmental regulation.

USDOT Announces Nearly \$1 Billion in Safe Streets & Roads for All Grants

Secretary Sean P. Duffy announced that the U.S. Department of Transportation will make approximately \$999.5 million available through the Safe Streets and Roads for All (SS4A) grant program to support roadway safety improvements nationwide.

The funding is intended to help state and local governments enhance critical safety infrastructure, including improving emergency response times, expanding truck parking capacity, modernizing rail crossings, and investing in safer streets for pedestrians and families.

The program is designed to reduce roadway fatalities and serious injuries by supporting comprehensive, data-driven safety strategies. Eligible applicants must submit proposals by May 26, 2026, as outlined in the Notice of Funding Opportunity.

SS4A offers two primary grant categories:

- **Planning and Demonstration Grants**, which support the development or enhancement of Comprehensive Safety Action Plans; and
- **Implementation Grants**, which fund projects and strategies aligned with existing safety plans to address identified roadway risks.

Grant awards will be determined through a collaborative review process led by the Department, with input from the Federal Highway Administration, National Highway Traffic Safety Administration, and Federal Transit Administration.

House T&I Advance Commercial Drivers' License Legislation

On March 18, 2026, the House Transportation and Infrastructure Committee advanced H.R. 5688 ("Dalilah's Law"), a trucking safety bill focused on tightening commercial driver's license (CDL) requirements, including English proficiency standards, immigration status verification, and increased penalties for noncompliance. The markup was unusually partisan for the committee, with the bill developed and advanced largely along party lines and without bipartisan consensus.

While the bill moved forward as a stand-alone measure, leadership has agreed to keep these provisions separate from the broader Surface Transportation Reauthorization. This preserves momentum toward a bipartisan reauthorization package expected to move in April. This is a positive development, as it reduces the risk that divisive policy provisions could delay or complicate passage of the core surface transportation bill in the House.