



# **Orange County Transportation Authority**

## **Legislative and Communications Committee Agenda**

### **Thursday, March 20, 2025 at 9:00 a.m.**

Board Room, 550 South Main Street, Orange, California

#### **Committee Members**

Donald P. Wagner, Chair  
Katrina Foley, Vice Chair  
Michael Hennessey  
Fred Jung  
Janet Nguyen  
Mark Tettemer

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

#### **Agenda Descriptions**

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

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

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

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

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

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

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

# LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

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## Written Comment

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

## Call to Order

## Pledge of Allegiance

Director Hennessey

## Closed Session

There are no Closed Session items scheduled.

## Special Calendar

### 1. Washington D.C. Advocate Presentation

Kristin Jacinto

#### **Overview**

The Orange County Transportation Authority's lead federal legislative advocate, Rick Alcalde, and principal legislative advocate, Dan Feliz, of Potomac Partners DC, will provide an overview of proposed transportation-related policies and funding discussions by the Administration and the 119th Congress, strategies for positioning the Orange County Transportation Authority and an outlook on future items of interest.

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

Moira Topp/Kristin Jacinto

#### **Overview**

An update of legislative items in Sacramento will be provided.

### 3. Committee Meeting 2025 Schedule

Donald P. Wagner

#### **Overview**

Committee Chair Wagner will lead a discussion regarding the 2025 meeting schedule for the Legislative and Communications Committee.

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

Approve the 2025 Legislative and Communications Committee meeting calendar.

#### **Attachments:**

[Calendar](#)

## LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

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### 4. Roles and Responsibilities of the Legislative and Communications Committee

Darrell E. Johnson

#### **Overview**

Roles and responsibilities for the Legislative and Communications Committee are reviewed periodically for any appropriate changes or additions.

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

Approve the 2025 Legislative and Communications Committee Roles and Responsibilities.

#### **Attachments:**

[Roles and Responsibilities](#)

### Consent Calendar (Item 5)

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.

### 5. Approval of Minutes

Clerk of the Board

#### **Recommendation**

Approve the minutes of the November 21, 2024 Legislative and Communications Committee meeting.

#### **Attachments:**

[Minutes](#)

### Regular Calendar

### 6. State Legislative Status Report

Clara Brotcke/Kristin Jacinto

#### **Overview**

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its overall programs, projects, and operations. Staff recommend supporting two legislative proposals, one addressing emergency permitting in the coastal zone and the other extending the sales tax exemption for zero-emission transit bus purchases. An update is provided on the renewal of the Senate Transportation Committee Subcommittee on Los Angeles - San Diego - San Luis Obispo Rail Corridor Resiliency. Finally, this report includes a summary of a hearing discussing transportation funding sustainability in California.

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

- A. Adopt a SUPPORT position on SB 741 (Blakespear, D-Encinitas), which would clarify that a local emergency declared by a municipality, county, or special district qualifies as an emergency for coastal development permits.
- B. Adopt a SUPPORT position on SB 752 (Richardson, D-Inglewood), which would extend the sunset date on the sales tax exemption for the purchase of

## LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

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zero-emission transit buses.

***Attachments:***

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

**7. Federal Legislative Status Report**

Alexis Carter/Kristin Jacinto

***Overview***

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. A recommendation is made to approve a set of principles to guide the Orange County Transportation Authority's advocacy efforts related to reauthorization of the surface transportation bill. An update is provided on budget reconciliation, negotiations, spending and a summary is given on the President's recent address to Congress.

***Recommendation(s)***

Adopt the proposed Principles for Surface Transportation Reauthorization Legislation and direct staff to take necessary and appropriate actions in furtherance of these goals in Washington, D.C.

***Attachments:***

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

**8. Agreement for Public Outreach Services for the Interstate 5 Improvement Project from Interstate 405 to State Route 55**

Nicolette Wright/Maggie McJilton

***Overview***

On October 14, 2024, the Orange County Transportation Authority released a request for proposals for public outreach consulting services during the pre-construction and construction phases of the Interstate 5 Improvement Project from Interstate 405 to State Route 55. Board of Directors' approval is requested to execute an agreement for these services.

***Recommendation(s)***

A. Approve the selection of Kleinfelder Construction Services, Inc., as the firm to provide public outreach consultant services for the Interstate 5 Improvement Project from Interstate 405 to State Route 55.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2488 between the Orange County Transportation Authority and Kleinfelder

## LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

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Construction Services, Inc., in the amount of \$1,199,260, for a six-year initial term with an option term of up to 24 months, to provide public outreach consultant services for the Interstate 5 Improvement Project from Interstate 405 to State Route 55.

***Attachments:***

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

### **Discussion Items**

**9. Public Comments**

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

**11. Committee Members' Reports**

**12. Adjournment**

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

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

OCTA Headquarters

Board Room

550 South Main Street

Orange, California



# 2025 LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETINGS

JANUARY						
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SEPTEMBER						
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OCTOBER						
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DECEMBER						
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OCTA, OCTD, OCLTA, and OCSAFE regular Board meeting  
9:30 a.m.: OCTA Headquarters, 550 South Main Street, Board Room - Conf. Room 07-08, Orange CA

L & C  
9:00 a.m.

Holidays

## 2025 Legislative and Communications Committee Calendar - Proposed Exceptions

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### **Standard monthly meeting dates and times are as follows:**

Legislative & Communications Committee (L&C) – 3<sup>rd</sup> Thursday of the month at 9:00 a.m.

<b>Month</b>	<b>Proposed Exceptions to the Standard Meeting Dates</b>
January	No change
February	No change
March	No change
April	No change
May	No change
June	June 19 L&C Committee meets on Juneteenth
July	No change
August	No change
September	No change
October	No change
November	No change
December	No change

*Committee meeting calendars are pending approval by each committee at their first meeting once assignments are finalized*

# Legislative and Communications Committee

## Roles and Responsibilities

### February 20, 2025

1. Recommends to the Board of Directors multi-level strategy and action plans for advancing priorities of OCTA at local, state, and federal levels of government;
2. Reviews and makes recommendations to the Board of Directors for the annual legislative platforms and positions for legislative, state budget, and federal appropriations proposals;
3. In coordination with the Chair of the Board of Directors, advocates and testifies at the state and federal level on issues of importance to OCTA;
4. Establishes relationships with legislative delegations at the state and federal levels;
5. Makes recommendations to Board of Directors on use and procurement of professional services and contractors to support planning and delivery of OCTA projects, programs, and services;
6. ~~Interviews and r~~Recommends to the Board of Directors consultants to serve as legislative advocates in Sacramento and Washington, D.C.;
- ~~7. Makes recommendations regarding annual state and federal funding requests;~~
- ~~8-7.~~ Provides guidance with public communication program goals, plans, and messages, and ensures they cultivate two-way communications with diverse and underserved communities, and are in compliance with Title VI and Environmental Justice requirements;
- ~~9-8.~~ Reviews public communications, media relations, and community relations programs in support of OCTA initiatives;
- ~~10-9.~~ Reviews marketing and customer engagement programs that are designed to create awareness or promote usage of OCTA transportation services and programs; and
- ~~11-10.~~ Monitors public and customer feedback, as well as communications program results and recommend course corrections as appropriate.





**Committee Members Present**

Donald P. Wagner, Chair  
Katrina Foley, Vice Chair  
Jon Dumitru  
Fred Jung  
Tam T. Nguyen  
Mark Tettemer

**Staff Present**

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

**Call to Order**

The November 21, 2024, regular meeting of the Legislative and Communications Committee was called to order by Committee Chair Wagner at 9:01 a.m.

**Special Calendar**

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

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

No action was taken on this item.

**Consent Calendar (Items 2 and 3)**

**2. Approval of Minutes**

A motion was made by Director Tettemer, seconded by Director Dumitru, and declared passed by those present to approve the minutes of the October 17, 2024 Legislative and Communications Committee Meeting.

**3. Status Report of State Legislation Enacted in 2024**

A motion was made by Director Tettemer, seconded by Director Dumitru, and declared passed by those present to receive and file as an information item.

**Regular Calendar**

**4. Agreement for Federal Legislative Advocacy and Consulting Services**

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

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



- A. Approve the selection of Potomac Partners DC to provide federal legislative advocacy and consulting services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2285 with Potomac Partners DC, in the amount of \$540,000, for the period of January 1, 2025, to December 31, 2026, with two, two-year option terms, to perform federal legislative advocacy and consulting services.

**5. Final 2025-26 State and Federal Legislative Platforms**

Kristin Jacinto, Executive Director of Government Relations, noted a correction to Attachment B.

Attachment B will be revised to include the following:

**IX. Environmental & Energy Issues:**

- d. Support efforts related to separate and distinct sand nourishment permits.

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

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

- A. Adopt the revised 2025-26 State and Federal Legislative Platforms.
- B. Direct staff to distribute the adopted platforms to elected officials, advisory committees, local governments, affected agencies, the business community, and other interested parties.

**Discussion Items**

**6. Marketing and Communications Update**

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

No action was taken on this information item.

**7. OC Bus Riders Safety Perception Survey**

Ryan Maloney, Section Manager of Marketing and Customer Service, provided opening comments and introduced Chris Tathan, Chief Executive Officer (CEO) of the ETC Institute, who provided a PowerPoint presentation.



Director Foley requested that in the next report to indicate the most targeted safety-concerned areas that are outside of the bus.

No action was taken on this information item.

**8. Public Comments**

There were no public comments received.

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

Darrell E. Johnson, Chief Executive Officer, wished everyone a Happy Thanksgiving, OC Bus Service will run on a Sunday/Holiday schedule, and the administrative offices will be closed next Thursday and Friday for the Thanksgiving holiday.

**10. Committee Members' Reports**

There were no Committee Members' reports.

**11. Adjournment**

The meeting adjourned at 10:01 a.m.

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

**9:00 a.m. on Thursday, January 16, 2025**

OCTA Headquarters

Board Room

550 South Main Street

Orange, California

ATTEST

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Sahara Meisenheimer  
Clerk of the Board Specialist



**March 20, 2025**

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

### **Overview**

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its overall programs, projects, and operations. Staff recommend supporting two legislative proposals, one addressing emergency permitting in the coastal zone and the other extending the sales tax exemption for zero-emission transit bus purchases. An update is provided on the renewal of the Senate Transportation Committee Subcommittee on Los Angeles – San Diego – San Luis Obispo Rail Corridor Resiliency. Finally, this report includes a summary of a hearing discussing transportation funding sustainability in California.

### **Recommendations**

- A. Adopt a SUPPORT position on SB 741 (Blakespear, D-Encinitas), which would clarify that a local emergency declared by a municipality, county, or special district qualifies as an emergency for coastal development permits.
- B. Adopt a SUPPORT position on SB 752 (Richardson, D-Inglewood), which would extend the sunset date on the sales tax exemption for the purchase of zero-emission transit buses.

### **Discussion**

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

The Orange County Transportation Authority (OCTA) owns and maintains over 40 miles of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor within Orange County, including seven miles along the coast. The rail line serves intercity, commuter, and freight rail operations. Since 2021, repeated landslides, bluff failures, and coastal erosion in the City of San Clemente have impacted rail operations, requiring emergency stabilization efforts which cumulatively have resulted in 12 months of closure.

Each time work is required along the corridor, it impacts the eight million annual passengers on Amtrak Pacific Surfliner, Metrolink, and COASTER trains, \$1 billion in freight crucial to the region's economy, and the United States Department of Defense strategic rail operations. For the LOSSAN Rail Corridor Agency, the closures have resulted in a net loss of \$14 million in revenue, which includes emergency bus bridges costing up to \$100,000 per day. OCTA has spent more than \$37 million so far on emergency repairs in the known ancient landslide area. Freight shipments crucial to the regional economy and military logistics have also faced significant delays. The biggest untold cost may be the loss of rail passengers who may never return due to the lack of rail service reliability.

While there has been substantial emergency work already done, a significant threat remains to both property and public infrastructure, with the real potential for loss of life if a catastrophic bluff failure coincides with a passing train. Recognizing the ongoing state of emergency caused by continued weather impacts, OCTA conducted a Coastal Rail Resiliency Study in 2023, identifying four high-risk areas in the City of San Clemente that require urgent reinforcement. Proposed solutions include emergency armoring, sand nourishment, a catchment wall, and other slope reinforcements. In 2024, OCTA secured \$305 million in state and federal funding for these stabilization projects. However, due to lengthy environmental analysis and permitting processes, immediate action is not possible.

In May 2024, OCTA pursued an emergency coastal development permit from the California Coastal Commission (CCC) but was informed by the CCC this was not the appropriate mechanism because rail service remained operational therefore no emergency exists. Without an emergency designation, OCTA must pursue a traditional coastal development permit, requiring extensive studies and environmental reviews under the California Environmental Quality Act. Under this process, construction on the high-risk areas is not expected to begin until 2028, delaying critical safety improvements. An alternative approach may be to afford an opportunity to clarify a process where a locality can declare an emergency for a situation where there is an imminent threat of emergency, as is the case in the hot spot area, and ensure that this is sufficient for purposes of the CCC emergency coastal development permit eligibility.

It is critical to emphasize that the pursuit of emergency permitting is not an attempt to circumvent environmental regulations, but rather a response to a demonstrable and persistent escalating threat. Between January 2024 and January 2025, a series of new landslides have occurred near previous emergency project areas. While these slides have not yet directly impacted rail service, the resulting debris is steadily moving toward the tracks, signaling ongoing hillside instability at multiple locations. Over the past year, mud and debris have continued to accumulate behind the 12-foot-high temporary catchment wall designed to protect rail operations. In some areas, the debris has

reached nearly 11 feet, posing an imminent risk of spilling over and obstructing the corridor. These conditions underscore the urgent need for proactive stabilization measures to prevent further disruptions, rather than waiting for a catastrophic failure to justify emergency intervention.

SB 741 clarifies that a local emergency declared by a municipality, county, or special district qualifies as an emergency under the California Coastal Act, allowing agencies like OCTA to respond more quickly to threats. By recognizing local emergency declarations, this bill provides a proactive tool to prevent catastrophic disruptions rather than waiting for prolonged regulatory approvals. This would ensure stabilization projects can be implemented before service suspensions occur, protecting rail operations, regional mobility, and economic activity.

With secured funding in place, the primary obstacle to implementing critical reinforcement measures remains the permitting process. Delays in obtaining approvals could result in escalating costs, increased safety risks, and further degradation of the rail corridor. By streamlining emergency permitting authority, SB 741 removes a significant barrier to timely project delivery, allowing essential stabilization work to move forward as soon as risks are identified, and a local emergency declaration is made. This would enhance long-term rail resilience and reduce the likelihood of future service interruptions caused by coastal erosion and extreme weather events.

A copy of SB 741 and associated staff analysis is included as Attachment A. A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principles to sponsor legislation related to "expedited permitting and project delivery for critical public transportation projects located within the coastal zone."

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

SB 752 extends the sales tax exemption for zero-emission buses (ZEB) from January 1, 2026, to January 1, 2028. This exemption is allowing OCTA to save nearly \$2.8 million on the purchase of 50 ZEBs this year. Previous legislation, including AB 2622 (Chapter 353, Statutes of 2022) and AB 784 (Chapter 684, Statutes of 2019), established and extended the exemption, benefiting about 25 percent of ZEBs statewide. The extension provides continued cost relief as agencies work to meet the California Air Resources Board's Innovative Clean Transit (ICT) regulation, which mandates a fully zero-emission fleet by 2040. Under the ICT regulation, large transit agencies like OCTA are required to have a certain percentage of their new bus purchases be ZEBs as follows:

- 2023-2025: 25 percent of new bus purchases must be ZEBs
- 2026-2028: 50 percent of new bus purchases must be ZEBs
- 2029 and beyond: 100 percent of new bus purchases must be ZEBs

This phased approach provides a gradual transition to zero-emission technologies, allowing agencies to adapt their operations and infrastructure accordingly. By reducing upfront costs, the sales tax exemption supports OCTA's compliance efforts while enabling the agency with greater financial flexibility to allocate resources toward improving service frequency, expanding routes, and enhancing overall transit accessibility for riders. This comes at a pivotal moment, as the cost of zero-emission transit buses continues to climb, placing additional financial strain on transit agencies.

SB 752 is sponsored by the California Transit Association. A copy of SB 752 and associated staff analysis is included as Attachment B. A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principles 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."

#### State Renews Senate Transportation Subcommittee on LOSSAN Resiliency

The Senate has reauthorized the Senate Transportation Committee Subcommittee on LOSSAN Rail Corridor Resiliency, reaffirming its commitment to addressing infrastructure and service challenges along the 351-mile corridor from San Diego to San Luis Obispo. Chaired by Senator Catherine Blakespear (D-Encinitas), the Subcommittee will continue providing oversight and policy guidance to enhance the corridor's resiliency, reliability, and efficiency. The Subcommittee also includes Senators Bob Archuleta (D-Pico Rivera), Sabrina Cervantes (D-Riverside), Monique Limón (D-Santa Barbara), and Tom Umberg (D-Santa Ana). A position on the Subcommittee remains vacant and is expected to be filled by whomever takes the Committee's Vice Chair position.

For OCTA, this renewal is particularly important as the agency manages the Orange County segment of the LOSSAN Rail Corridor, including operations for Metrolink's Orange County and Inland Empire-Orange County lines. The Subcommittee's work will help expand funding opportunities, legislative support, and policy coordination for rail infrastructure projects that impact the region. OCTA will continue to collaborate with the Subcommittee and other stakeholders to advocate for funding, infrastructure investments, and long-term solutions to protect and enhance rail service through the County.

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### Summary of Joint Informational Hearing on Declining Gas Tax Revenues

On March 3, 2025, the California Assembly and Senate Transportation Committees held a Joint Informational Hearing titled “Declining Gas Tax Revenues”, examining the financial challenges posed by zero-emission vehicle (ZEV) adoption and the future of transportation funding. According to background information provided by the Legislature for the hearing, the Mineta Transportation Institute warned that gas tax revenue could decline by up to \$75.1 billion by 2040, threatening the state’s ability to maintain roads and infrastructure.

This potential decline could lead to reductions in State Highway Operation and Protection Program, State Transportation Improvement Program and local street and road formula funding, putting further strain on local governments, limiting resources for highway maintenance, road repairs, and transit projects across Orange County and throughout the State. Without new revenue solutions, key infrastructure projects could face delays or cancellations, increasing long-term maintenance costs and congestion.

The severity of this issue was underscored by the Legislative Analyst’s Office, which projects that gas tax revenues will decline by approximately \$5 billion from the current year to 2033. However, as the deadline to convert to ZEVs approaches, this projection is likely to dramatically increase closer to 2040, as cited previously by the Mineta Transportation Institute. This growing funding gap adds to the urgency of finding alternative solutions to ensure the long-term stability of California’s transportation system.

Stakeholders, including Margot Yapp, Chief Executive Officer of North Coast Engineering, and Tanisha Taylor, Executive Director of the California Transportation Commission, emphasized the pressing need for stable transportation funding, particularly for local roads, bridges, and corridors impacted by climate change. Ms. Taylor explained that as gas tax revenues decline, the demand for transportation funding continues to rise, citing climate-related disruptions such as the unstable slopes along the LOSSAN Rail Corridor as a key example of why consistent and reliable funding is essential.

To address these funding challenges, lawmakers and stakeholders discussed potential alternative revenue sources, including a road usage charge or vehicle miles traveled charge. While these alternatives could provide a more sustainable funding model, concerns remain regarding privacy, equity impacts on low-income drivers, and high implementation costs. Ultimately, the hearing reinforced the need for legislative action, with policymakers considering expanding ZEV fees, implementing a vehicle ownership fee, adopting a mileage-based charge, and exploring congestion pricing as potential solutions to maintain and improve the state’s transportation infrastructure.



While no definitive solution was reached, these discussions mark an important step toward addressing California's growing transportation funding crisis. Continued stakeholder engagement, legislative analysis, and pilot programs will be necessary to develop a viable long-term solution that ensures the sustainability of the state's roads, highways, and transit systems.

**Summary**

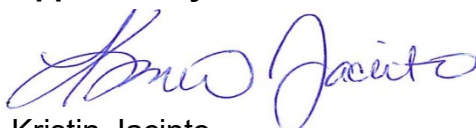
A support position is recommended on legislation related to emergency permitting in the coastal zone and extending the sales tax exemption for the purchase of zero-emission transit buses. An update is provided on the Senate Transportation Committee Subcommittee on LOSSAN Rail Corridor Resiliency. Additionally, a summary is provided on a hearing regarding gas tax revenues in California.

**Attachments**

- A. SB 741 (Blakespear, D-Encinitas) Bill Analysis with Bill Language
- B. SB 752 (Richardson, D-Inglewood) Bill Analysis with Bill Language
- C. Orange County Transportation Authority Legislative Matrix

**Prepared by:**

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

**Approved by:**

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

**BILL:** SB 741 (Blakespear, D-Encinitas)  
Introduced February 21, 2025

**SUBJECT:** SB 741 would clarify that a local emergency declared by a municipality, county, or special district qualifies as an emergency for coastal development permits.

**STATUS:** Introduced.

**SUMMARY AS OF MARCH 5, 2025:**

Under existing law, the California Coastal Commission (CCC) requires a coastal development permit when conducting work in the coastal zone. There are circumstances under which coastal development permits can be issued without full compliance with standard procedures, such as performing emergency work. For example, when rail service was suspended in San Clemente due to slope instability, it was deemed an emergency and the Orange County Transportation Authority (OCTA), as the right of way owner, was able to use an emergency authority to begin construction prior to having an approved permit. The emergency work must address immediate threats to protect life, property, or the environment. Emergency permits can be issued without delays for urgent situations, ensuring quicker responses to disasters.

SB 741 clarifies that the definition of an emergency for the purposes of issuing coastal development permits includes a local emergency declaration made by a municipality, county, or special district.

**EFFECTS ON ORANGE COUNTY:**

OCTA owns and maintains over 40 miles of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor in Orange County, which serves intercity, commuter, and freight rail operations, including about seven miles along the Southern California coast. Heavy rain and storm surges in September 2021 caused track movement near Cyprus Shore in San Clemente, leading the Southern California Regional Rail Authority (Metrolink) to suspend service for three weeks while crews stabilized the area with riprap. Despite these efforts, continued slope movement forced another suspension in September 2022, prompting the installation of over 200 ground anchors, successfully halting further shifting and allowing full passenger service to resume in April 2023. Further along the line, service was suspended at Casa Romantica on April 27, 2023, after a landslide threatened the track; a temporary 250-foot-long, 12-foot-high catchment wall was constructed, enabling service to resume on July 17, 2023. More recently, on January 24, 2024, a landslide at Mariposa Point sent debris onto the rail right-of-way, toppling sections of a pedestrian bridge and closing the coastal trail. A 200-foot temporary catchment wall was built to protect the track, allowing full service to resume on March 25, 2024.

With each failure of the rail line, costs mount. Each time work is required along the corridor, this impacts the 8 million annual passengers on Amtrak Pacific Surfliner, Metrolink, and COASTER trains, \$1 billion in freight crucial to the region's economy, and the United States Department of Defense strategic rail operations. These persistent threats have shut down passenger service for over a year cumulatively. For the LOSSAN Rail Corridor Agency, the closures have resulted in a net loss of \$14 million in revenue, which includes emergency bus bridges costing up to \$100,000 per day. OCTA has spent more than \$37 million so far on emergency fixes in the known ancient landslide area. Freight shipments crucial to the regional economy and military logistics have also faced significant delays. The biggest untold cost may be the loss of rail passengers who may never return due to the lack of rail service reliability.

While there has been substantial emergency work already done, a significant threat remains to both property and public infrastructure, with the potential for loss of life if a catastrophic bluff failure coincides with a passing train. Recognizing the ongoing emergency caused by continued weather impacts, OCTA conducted a Coastal Rail Resiliency Study in 2023, identifying four high-risk areas in San Clemente that require urgent reinforcement. Proposed solutions include emergency armoring, sand nourishment, a catchment wall, and other slope reinforcements. In 2024, OCTA secured \$305 million in state and federal funding for these stabilization projects. However, due to lengthy environmental analysis and permitting processes, immediate action is not possible. In May 2024, OCTA pursued an emergency coastal development permit from the CCC but was informed by the CCC this was not the appropriate mechanism because rail service remained operational. Without an emergency designation, OCTA must pursue a traditional coastal development permit, requiring extensive studies and environmental reviews under the California Environmental Quality Act. Under this process, construction on the high-risk areas is not expected to begin until 2028, delaying critical safety improvements.

It is critical to emphasize that the pursuit of emergency permitting is not an attempt to circumvent environmental regulations, but rather a response to a demonstrable and escalating threat. Between January 2024 and January 2025, a series of new landslides have occurred near previous emergency project areas. While these slides have not yet directly impacted rail service, the resulting debris is steadily moving toward the tracks, signaling ongoing hillside instability at multiple locations. Over the past year, mud and debris have continued to accumulate behind the 12-foot-high temporary catchment wall designed to protect rail operations. In some areas, the debris has reached nearly 11 feet, posing an imminent risk of spilling over and obstructing the corridor. These conditions underscore the urgent need for proactive stabilization measures to prevent further disruptions, rather than waiting for a catastrophic failure to justify emergency intervention.

SB 741 clarifies that a local emergency declared by a municipality, county, or special district qualifies as an emergency under the California Coastal Act, allowing agencies like OCTA to respond more quickly to threats. By recognizing local emergency declarations, this bill provides a proactive tool to prevent catastrophic disruptions rather than waiting for prolonged regulatory approvals. This would ensure stabilization projects can be implemented before service suspensions occur, protecting rail operations, regional mobility, and economic activity.

With secured funding in place, the primary obstacle to implementing critical reinforcement measures remains the permitting process. Delays in obtaining approvals could result in escalating costs, increased safety risks, and further degradation of the rail corridor. By streamlining emergency permitting authority, SB 741 removes a significant barrier to timely project delivery, allowing essential stabilization work to move forward as soon as risks are identified and a local emergency declaration is made. This would enhance long-term rail resilience and reduce the likelihood of future service interruptions caused by coastal erosion and extreme weather events.

A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principles to "Expedited permitting and project delivery for critical public transportation projects located within the coastal zone."

**OCTA POSITION:**

Staff recommends: SUPPORT

**Introduced by Senator Blakespear**

February 21, 2025

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An act to amend Section 30624 of the Public Resources Code, relating to coastal resources.

**LEGISLATIVE COUNSEL'S DIGEST**

SB 741, as introduced, Blakespear. Coastal resources: coastal development permit: local emergency declaration.

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

This bill would include as an emergency, for purposes of the latter provision, a local emergency declaration by a municipality, county, or special district.

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 30624 of the Public Resources Code is
- 2 amended to read:

1     30624. (a) The commission shall provide, by regulation, for  
2 the issuance of coastal development permits by the executive  
3 director of the commission or, where the coastal development  
4 permit authority has been delegated to a local government pursuant  
5 to Section 30600.5, by an appropriate local official designated by  
6 resolution of the local government without compliance with the  
7 procedures specified in this chapter in cases of emergency,  
8 *including a local emergency declaration by a municipality, county,*  
9 *or special district,* other than an emergency provided for under  
10 Section 30611, and for the following nonemergency developments:  
11 improvements to any existing structure; any single-family dwelling;  
12 any development of four dwelling units or less within any  
13 incorporated area that does not require demolition; any other  
14 developments not in excess of one hundred thousand dollars  
15 (\$100,000) other than any division of land; and any development  
16 specifically authorized as a principal permitted use and proposed  
17 in an area for which the land use portion of the applicable local  
18 coastal program has been certified.—~~Such~~ That permit for  
19 nonemergency development shall not be effective until after  
20 reasonable public notice and adequate time for the review of such  
21 issuance has been provided.

22     (b) If one-third of the appointed members of the commission  
23 so request at the first meeting following the issuance of ~~such that~~  
24 permit by the executive director, such issuance shall not be  
25 effective, and, instead, the application shall be processed in  
26 accordance with the commission's procedures for permits and  
27 pursuant to the provisions of this chapter.

28     (c) ~~Any~~ A permit issued by a local official pursuant to the  
29 ~~provisions of this section~~ shall be scheduled on the agenda of the  
30 governing body of the local agency at its first scheduled meeting  
31 after that permit has been issued. If, at that meeting, one-third of  
32 the members of that governing body so request, the permit issued  
33 by the local official shall not go into effect and the application for  
34 a coastal development permit shall be processed by the local  
35 government pursuant to Section 30600.5.

36     (d) ~~No monetary~~ Monetary limitations shall *not* be required for  
37 emergencies covered by ~~the provisions of this section~~.

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**BILL:** SB 752 (Richardson, D-Inglewood)  
Introduced February 21, 2025

**SUBJECT:** SB 752 would extend the sunset date on the sales tax exemption for the purchase of zero-emission transit buses.

**STATUS:** Introduced.

**SUMMARY AS OF FEBRUARY 28, 2025:**

SB 752 (Richardson, D-Inglewood) would extend the sunset date on the sales tax exemption for the purchase of zero-emission buses from January 1, 2026, to January 1, 2028. By doing so, it would reduce the associated upfront costs on public transit agencies' transition to zero-emission technologies. The exemption only applies to the state sales tax, and not those applied under local taxes.

**EFFECTS ON ORANGE COUNTY:**

Sponsored by the California Transit Association, SB 752 is similar to previous legislation supported by the Orange County Transportation Authority (OCTA), including AB 2622 (Chapter 353, Statutes of 2022) and AB 784 (Chapter 684, Statutes of 2019), which originally established and later extended the sales tax exemption for zero-emission transit buses. The sales tax exemption has been a crucial financial tool for transit agencies statewide, with approximately 25 percent of the zero-emission buses currently in use benefiting from the exemption.

For OCTA, extending the sales tax exemption will provide continued cost savings on zero-emission bus purchases, helping to meet the California Air Resources Board's Innovative Clean Transit (ICT) regulation, which mandates a 100 percent zero-emission fleet by 2040. It also provides transit agencies with greater financial flexibility to allocate resources toward improving service frequency, expanding routes, and enhancing overall transit accessibility for riders. This year, OCTA will save nearly \$2.8 million through this sales tax exemption for the purchase of 50 zero-emission buses. This comes at a pivotal moment, as the cost of zero-emission transit buses continues to climb, placing additional financial strain on transit agencies. With the ICT mandating that all new bus procurements be 100 percent zero-emission by 2029, extending the sales tax exemption is essential to supporting transit agencies in their transition to zero-emission fleets.

A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principles 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

**Introduced by Senator Richardson**

February 21, 2025

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An act to amend Section 6377 of the Revenue and Taxation Code, relating to taxation, to take effect immediately, tax levy.

**LEGISLATIVE COUNSEL'S DIGEST**

SB 752, as introduced, Richardson. Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.

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

This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028.

This bill would take effect immediately as a tax levy.

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



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

SECTION 1. Section 6377 of the Revenue and Taxation Code is amended to read:

6377. (a) There are exempted from the taxes imposed by this part the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, any zero-emission technology transit bus sold to a city, county, city and county, transportation or transit district, or other public agency that provides transit services to the public that is eligible for the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project funded by the Air Quality Improvement Program, the General Fund, and the Greenhouse Gas Reduction Fund under the State Air Resources Board.

(b) For purposes of this section, ~~all of the following definitions shall apply:~~ section:

(1) “Articulated bus” means a 54-foot to 60-foot bus with two connected passenger compartments.

(2) “Bus” means a rubber-tire vehicle designed to transport passengers by road with a gross vehicle weight rating greater than 14,000 pounds.

(3) “Cutaway bus” means a vehicle in which a bus body designed to transport passengers is mounted on the chassis of a van or light- or medium-duty truck chassis, and that has a gross vehicle weight rating greater than 14,000 pounds, but not more than 26,000 pounds. A cutaway bus includes an original van or light- or medium-duty truck chassis that has been reinforced or extended. Accommodating some standing passengers does not disqualify a cutaway bus from being considered a transit bus for the purposes of this section.

(4) “Double-decker bus” means a high-capacity bus that has two levels of seating, one over the other, connected by one or more stairways, of a height that is at least 13 feet, and carries between 40 to 80 people.

(5) “Over-the-road bus” means a bus characterized by an elevated passenger deck located over a baggage compartment used for long-distance bus services or connecting outlying areas with central cities with limited stops.

(6) “Shuttle bus” means a commercial vehicle with a gross vehicle weight rating of 8,501 pounds or greater, sized Class 2b

1 through Class 8, that transports passengers in a fixed destination  
2 route.

3 (7) “Transit bus” means an articulated bus, bus, cutaway bus,  
4 double-decker bus, over-the-road bus, shuttle bus, or trolley bus.

5 (8) “Trolley bus” means a rubber-tired, electrically powered  
6 passenger vehicle operated on city streets drawing power from  
7 overhead wires using trolley poles.

8 (c) (1) Notwithstanding any provision of the Bradley-Burns  
9 Uniform Local Sales and Use Tax Law (Part 1.5 (commencing  
10 with Section 7200)) or the Transactions and Use Tax Law (Part  
11 1.6 (commencing with Section 7251)), the exemption established  
12 by subdivision (a) does not apply with respect to any tax levied  
13 by a county, city, or district pursuant to, or in accordance with,  
14 either of those laws.

15 (2) Notwithstanding subdivision (a), the exemption established  
16 by this section shall not apply with respect to any tax levied  
17 pursuant to Section 6051.2 or 6201.2, pursuant to Section 35 of  
18 Article XIII of the California Constitution, or any tax levied  
19 pursuant to Section 6051 or 6201 that is deposited in the State  
20 Treasury to the credit of the Local Revenue Fund 2011 pursuant  
21 to Section 6051.15 or 6201.15.

22 (d) This section shall become inoperative on January 1, ~~2026~~,  
23 2028, and as of that date is repealed.

24 SEC. 2. This act provides for a tax levy within the meaning of  
25 Article IV of the California Constitution and shall go into  
26 immediate effect.

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## Orange County Transportation Authority Legislative Matrix

2025 State Legislation Session  
March 20, 2025

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<b>BILLS WITH POSITIONS</b>			
<b>► AB 394 (Wilson – D)</b>  Crimes: public transportation providers.	Expands battery protections to include public transit employees and contractors while authorizing courts to issue prohibition orders barring offenders from transit property, establishing that violations of such orders constitute a misdemeanor.	<b>INTRODUCED:</b> 02/03/2025 <b>LOCATION:</b> Assembly Committee on Public Safety <b>HEARING:</b> 03/11/25  <b>STATUS:</b> 02/18/2025 <i>In ASSEMBLY. Referred to Committee on PUBLIC SAFETY</i>	<b>SUPPORT</b>  Support: California Transit Association (CTA) (co-sponsor), California Conference Board of the Amalgamated Transit Union (co-sponsor), California Teamsters Public Affairs Council
<b>SB 71 (Wiener – D)</b>  California Environmental Quality Act: exemptions: transit projects.	Creates the indefinite extension of existing California Environmental Quality Act exemptions for certain transportation-related projects, including transit operational changes, public transit service improvements, and infrastructure for zero-emission transit vehicles, while mandating that lead agencies determine project eligibility for these exemptions.	<b>INTRODUCED:</b> 01/14/2025 <b>LOCATION:</b> Senate Environmental Quality Committee  <b>STATUS:</b> 01/29/2025 <i>In SENATE. Referred to Committee on Environmental Quality and Transportation</i>	<b>SUPPORT</b>  Support: CTA (co-sponsor), SPUR (co-sponsor), Bay Area Council (co-sponsor), <i>Los Angeles County Metropolitan Transportation Authority (co-sponsor)</i>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► <b>SB 741</b> <b>(Blakespear–D)</b></p> <p><i>Coastal resources: coastal development permit: local emergency declaration.</i></p>	<p><i>Expands the definition of "emergency" to include local emergency declarations made by municipalities, counties, or special districts for the purpose of issuing these permits. The issuing of emergency permits allows agencies to bypass certain permitting requirements to expedite projects that are deemed an emergency.</i></p>	<p><b>INTRODUCED:</b> 02/21/25 <b>LOCATION:</b> Senate Committee on Rules and Administration</p> <p><b>STATUS:</b> 02/24/25 <i>In SENATE. Read first time. May be acted upon on or after 03/24/25</i></p>	<p><b>STAFF RECCOMENDS SUPPORT</b></p>
<p>► <b>SB 752</b> <b>(Richardson–D)</b></p> <p><i>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.</i></p>	<p><i>Extends the tax exemption for specified zero-emission technology transit buses until January 1, 2028.</i></p>	<p><b>INTRODUCED:</b> 02/21/25 <b>LOCATION:</b> Senate Committee on Rules and Administration</p> <p><b>STATUS:</b> 02/24/25 <i>In SENATE. Read first time. May be acted upon on or after 03/24/25</i></p>	<p><b>STAFF RECCOMENDS SUPPORT</b></p> <p><i>Support: CTA (sponsor)</i></p>

## BILLS BEING MONITORED

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

**Introduced:** 12/02/2024

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

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

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

**Subject:** Miscellaneous

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

**Introduced:** 12/02/2024

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

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

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

**Subject:** Environment

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

**Introduced:** 12/02/2024

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

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

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

**Subject:** Environment

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

**Introduced:** 12/02/2024

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

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

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

**Subject:** Miscellaneous

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

**Introduced:** 12/02/2024

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

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

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

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

**Subject:** Miscellaneous

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

**Introduced:** 01/16/2025

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

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

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

**Subject:** Public Meetings

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

**Introduced:** 01/17/2025

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

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

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

**Subject:** Miscellaneous

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

**Introduced:** 01/17/2025

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

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

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

**Subject:** Funding

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

**Introduced:** 01/21/2025

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

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

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

**Subject:** Funding

**AB 288 (McKinnor, D) Public employment: labor relations: employee information.**

**Introduced:** 01/22/2025

**Status:** 02/10/2025 - Referred to Com. on P. E. & R.

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

**Summary:** Current law requires certain public employers to provide labor representatives with the names and addresses of newly hired employees, as well as related information, within 30 days of hire or by the first pay period of the month following hire. Current law also requires the public employers to provide this information for all employees in a bargaining unit at least every 120 days, as specified. Current law, operative July 1, 2022, authorizes an exclusive representative to file a charge of an unfair labor practice with the Public Employment Relations Board alleging a violation of the above provisions only after certain requirements have been met. This bill would delete the above reference to the July 1, 2022, operative date in those provisions.

**Subject:** Employment

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

**Introduced:** 01/22/2025

**Status:** 02/10/2025 - Referred to Coms. on TRANS. and P. & C.P.

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

**Summary:** Current law authorizes, until January 1, 2032, the City of Malibu to establish a speed safety system pilot program for speed enforcement on the Pacific Coast Highway if the system meets specified requirements. Current law requires the city to administer a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations. Current law requires the city to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. Current law also requires the city to develop guidelines for, among other things, the processing and storage of confidential information. Current law requires photographic or administrative records made by a system to be confidential, except as specified, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill would authorize, until January 1, 2032, the Department of Transportation to establish a similar program for speed enforcement that utilizes up to 125 speed safety systems on state highway construction or maintenance areas, as specified. The bill would require the department to adopt written guidelines for the use of speed safety systems before entering into an agreement regarding a speed safety system, purchasing or leasing equipment for a program, or implementing a program, and would require the department, in developing the guidelines, to consult with the Department of the California Highway Patrol and other relevant stakeholder organizations.

**Subject:** Public Works

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

**Introduced:** 01/23/2025

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

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

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

**Subject:** Planning

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

**Introduced:** 01/28/2025

**Status:** 02/10/2025 - Referred to Coms. on TRANS. and P. & C.P.

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

**Summary:** Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would instead authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is intended to implement interstate interoperability.

**Subject:** Tolling



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

**Introduced:** 01/28/2025

**Status:** 02/18/2025 - Referred to Com. on P. E. & R.

**Hearing:** 03/19/25 A-PUBLIC EMPLOYMENT AND RETIREMENT 9 a.m. - State Capitol, Room 444 MCKINNOR, TINA, Chair

**Location:** 02/18/2025 - Assembly Public Employment and Retirement

**Summary:** Current law that governs the labor relations of public employees and employers, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, provisions relating to higher education, and provisions relating to the San Francisco Bay Area Rapid Transit District, 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 current law. This bill would also prohibit a local public agency employer, a state employer, a public school employer, a higher education employer, or the district from questioning any employee or employee 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.

**Subject:** Employment

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

**Introduced:** 01/30/2025

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

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

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

**Subject:** Employment

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

**Introduced:** 01/30/2025

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

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

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

**Subject:** Public Works

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

**Introduced:** 02/03/2025

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

**Hearing:** 03/11/25 A-JUDICIARY 9 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

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

**Summary:** The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Current law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Current law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines "unusual circumstances" to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency's ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would revise the definition of unusual circumstances as it applies to a state of emergency to require the state of emergency, in addition to currently affecting the agency's ability to timely respond to requests as described above, to also require the state of emergency to directly affect the agency's ability to timely respond to requests as described above. By restricting the time period in which a local agency may respond to requests, thus increasing the duties of local officials, this bill would create a state-mandated local program.

**Subject:** Safety and Security

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

**Introduced:** 02/03/2025

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

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

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

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

**Subject:** Planning

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

**Introduced:** 02/03/2025

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

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

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

**Subject:** Public Works

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

**Introduced:** 02/04/2025

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

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

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

**Subject:** Environment

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

**Introduced:** 02/04/2025

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

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

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

**Subject:** Environment

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

**Introduced:** 02/04/2025

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

**Status:** 03/04/2025 - From committee chair, with author's amendments: Amend, and re-refer to Com. on U. & E. Read second time and amended.

**Hearing:** 03/26/25 A-UTILITIES AND ENERGY Upon adjournment of Communications and Conveyance Committee - State Capitol, Room 437 PETRIE-NORRIS, COTTIE, Chair

**Location:** 02/24/2025 - Assembly Utilities and Energy

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

**Subject:** Energy

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

**Introduced:** 02/06/2025

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

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

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

**Subject:** Planning

**AB 440 (Ramos, D) Highways: Department of Transportation: suicide prevention policy.**

**Introduced:** 02/06/2025

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

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

**Summary:** Current law authorizes the State Department of Public Health to establish the Office of Suicide Prevention within the department. Current law authorizes the office, if established, to perform certain functions, including, among others, sharing and receiving data from all entities, including state agencies, with data relevant to the responsibilities and objectives of the office. This bill would require the Department of Transportation to develop a policy to address suicide on the state highway system and, as part of that policy, to develop a framework for how to mitigate the risk of suicide on areas of the state highway system that pose a potential danger for suicide. The bill would require the Department of the California Highway Patrol to report all cases of suicide that it investigates on the state highway system to the Department of Transportation. The bill would require the Department of Transportation to report all cases of suicide committed on the state highway system to the Office of Suicide Prevention. The bill would require projects proposed under the policy to be considered public health emergencies and be considered for expedited development.

**Subject:** Safety and Security

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

**Introduced:** 02/06/2025

**Status:** 02/07/2025 - From printer. May be heard in committee March 9.

**Location:** 02/06/2025 - Assembly PRINT

**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.

**Subject:** Energy

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

**Introduced:** 02/06/2025

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

**Status:** 02/28/2025 - Re-referred to Com. on H. & C.D.

**Hearing:** 03/12/25 A-HOUSING AND COMMUNITY DEVELOPMENT 9:30 a.m. - State Capitol, Room 437 HANEY, MATT, Chair

**Location:** 02/18/2025 - Assembly Housing and Community Development

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

**Subject:** Planning

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

**Introduced:** 02/10/2025

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

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

**Summary:** The State Air Resources Board is required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. The California Global Warming Solutions Act of 2006 requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to include greenhouse gas emissions from wildlands and forest fires in the scoping plan.

**Subject:** Environment

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

**Introduced:** 02/12/2025

**Status:** 02/13/2025 - From printer. May be heard in committee March 15.

**Location:** 02/12/2025 - Assembly PRINT

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

**Subject:** Environment

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

**Introduced:** 02/12/2025

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

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

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

**Subject:** Employment

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

**Introduced:** 02/12/2025

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

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

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

**Subject:** Public Works

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

**Introduced:** 02/13/2025

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

**Location:** 02/24/2025 - Assembly Labor and Employment

**Summary:** Current law establishes the Occupational Safety and Health Standards Board within the Department of Industrial Relations to promulgate and enforce occupational safety and health standards for the state. A violation of these standards and regulations under specific circumstances is a crime. Until February 3, 2025, current regulations promulgated by the board, in all areas of employment except as specified, prohibit an employer from preventing any employee from wearing a face covering, including a respirator, as specified, unless it would create a safety hazard. Current regulations define various terms for purposes of this prohibition. This bill would codify the regulations adopted by the board to prohibit an employer from preventing any employee from wearing a face covering, including a respirator, unless it would create a safety hazard, and would apply the bill's provisions to all places of employment, except as specified, including work locations with one employee who does not have contact with other persons. Consistent with the above-referenced regulations, the bill would define terms for purposes of these provisions.

**Subject:** Employment

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

**Introduced:** 02/13/2025

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

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

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

**Subject:** Miscellaneous

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

**Introduced:** 02/13/2025

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

**Hearing:** 03/25/25 A-JUDICIARY 9 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

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

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

**Subject:** Miscellaneous

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

**Introduced:** 02/13/2025

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

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

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

**Subject:** Planning

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

**Introduced:** 02/14/2025

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

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

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

**Subject:** Transit

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

**Introduced:** 02/14/2025

**Status:** 02/15/2025 - From printer. May be heard in committee March 17.

**Location:** 02/14/2025 - Assembly PRINT

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

**Subject:** Environment

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

**Introduced:** 02/14/2025

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

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

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

**Subject:** Safety and Security

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

**Introduced:** 02/18/2025

**Status:** 02/19/2025 - From printer. May be heard in committee March 21.

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

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

**Subject:** Environment

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

**Introduced:** 02/19/2025

**Status:** 02/20/2025 - From printer. May be heard in committee March 22.

**Location:** 02/19/2025 - Assembly PRINT

**Summary:** Existing law requires that a local agency that maintains an internet website for use by the public to ensure that the internet website uses a ".gov" top-level domain or a ".ca.gov" second-level domain no later than January 1, 2029. Existing law requires that a local agency that maintains public email addresses to ensure that each email address provided to its employees uses a ".gov" domain name or a ".ca.gov" domain name no later than January 1, 2029. Existing law defines "local government" for these purposes. This bill would allow a community college district, community college, or other postsecondary institution to use a ".edu" domain to satisfy these requirements.

**Subject:** Miscellaneous

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

**Introduced:** 02/19/2025

**Status:** 02/20/2025 - From printer. May be heard in committee March 22.

**Location:** 02/19/2025 - Assembly PRINT

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

**Subject:** Public Works

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

**Introduced:** 02/19/2025

**Status:** 02/20/2025 - From printer. May be heard in committee March 22.

**Location:** 02/19/2025 - Assembly PRINT

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

**Subject:** Miscellaneous



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

**Introduced:** 02/19/2025

**Status:** 02/20/2025 - From printer. May be heard in committee March 22.

**Location:** 02/19/2025 - Assembly PRINT

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

**Subject:** Transit

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

**Introduced:** 02/19/2025

**Status:** 02/20/2025 - From printer. May be heard in committee March 22.

**Location:** 02/19/2025 - Assembly PRINT

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

**Subject:** Public Works

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Employment

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Public Works

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

**Introduced:** 02/19/2025

**Status:** 02/20/2025 - From printer. May be heard in committee March 22.

**Location:** 02/19/2025 - Assembly PRINT

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

**Subject:** Planning

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

**Introduced:** 02/19/2025

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

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

**Summary:** Current law authorizes the governing body of a public body to authorize the issuance of bonds pursuant to a resolution, indenture, agreement, or other instrument providing for the issuance of bonds. Current law defines a "public body" to mean, among other entities, a county, city, or city and county. Current law requires a governing body of a public body, prior to the issuance of certain bonds with a term of greater than 13 months, to obtain and disclose specified information regarding the bonds in a meeting open to the public. Current law requires the information to be obtained as a good faith estimate from an underwriter, financial advisor, or private lender or from a third-party borrower, as specified, if the public body issuing bonds is a conduit financing provider, as defined. The State General Obligation Bond Law generally sets forth the procedures for the issuance and sale of bonds governed by its provisions and for the disbursement of the proceeds of the sale of those bonds. Current law requires any state bond measure approved on or after January 1, 2004, to be subject to an annual reporting process, with the head of the lead state agency administering the bond proceeds reporting certain information about the projects being funded to the Legislature and the Department of Finance. Current law allows this information to be provided on the agency's internet website or the state's open data portal under certain circumstances. This bill would require the governing body of a public body, for general obligation bonds approved by voters on and after January 1, 2026, to develop and publicly disclose, within 90 days after approval by the voters, specified information about the objectives of the bond expenditure and related data.

**Subject:** Funding

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

**Introduced:** 02/19/2025

**Status:** 02/20/2025 - From printer. May be heard in committee March 22.

**Location:** 02/19/2025 - Assembly PRINT

**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. (Based on 02/19/2025 text)

**Subject:** Zero Emission

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

**Introduced:** 02/19/2025

**Status:** 02/20/2025 - From printer. May be heard in committee March 22.

**Location:** 02/19/2025 - Assembly PRINT

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

**Subject:** Funding

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Active Transportation

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Active Transportation

**AB 965 (Dixon, R) Vehicles: bicycle helmets.**

**Introduced:** 02/20/2025

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

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

**Summary:** Current law requires a minor to wear a helmet when engaged in physical activities, such as riding a bicycle, nonmotorized scooter, or skateboard, or wearing in-line or roller skates. Current law requires that the helmet be properly fitted and fastened that meets the standards of the American Society for Testing and Materials or the United States Consumer Product Safety Commission. Current law makes a violation of these provisions an infraction punishable by a fine of not more than \$25, except as specified. This bill would increase the above-described fine to not more than \$50.

**Subject:** Active Transportation

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

**Introduced:** 02/20/2025

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

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

**Summary:** Current law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. Current law subjects a person riding an electric bicycle to all laws concerning the operation of bicycles, as specified. Current law requires that manufacturers and distributors of electric bicycles apply a label that is permanently affixed to each electric bicycle that contains, among other things, the classification number of the electric bicycle, as specified. A violation of the Vehicle Code is a crime. This bill would, commencing January 1, 2026, require manufacturers and distributors of electric bicycles to include a notice in the electric bicycle's packaging that informs parents of minor riders of the risks and responsibilities associated with operating an electric bicycle.

**Subject:** Active Transportation

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

**Introduced:** 02/20/2025

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

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

**Summary:** 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 provide an exemption from CEQA those projects or actions taken for the installation, maintenance, repair, or replacement of culverts and those projects or actions taken for the repair or replacement of a bridge with a span of 200 feet or less.

**Subject:** Environment, Planning

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Transit

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Transit

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

**Introduced:** 02/20/2025

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

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

**Summary:** Current law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Current law requires that a method be provided for employees who have completed the training to save electronically and print a certificate of completion. Current law requires that an employee who has received training in compliance with these provisions within the prior 2 years either from a current or a prior employer be given, and be required to read and acknowledge receipt of, the employer's antiharassment policy within 6 months of assuming the employee's new position and requires that the employee then be put on a 2-year tracking schedule based on the employee's last training. This bill would authorize an employer to satisfy the training requirements by demonstrating that the employee possesses a certificate of completion within the past 2 years.

**Subject:** Employment

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Transit

**AB 1054 (Gipson, D) Public employees' retirement.**

**Introduced:** 02/20/2025

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

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

**Summary:** The Public Employees' Retirement Law establishes the Public Employees' Retirement System for the purpose of providing pension benefits to specified public employees. This bill would make nonsubstantive changes to the provision naming that law.

**Subject:** Employment

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Environment, Transit

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Employment

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Miscellaneous

**AB 1091 (Gallagher, R) Eight-digit license plates.**

**Introduced:** 02/20/2025

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

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

**Summary:** Existing law requires the Department of Motor Vehicles, upon registering a vehicle, to issue to the owner two partially or fully reflectorized license plates and prescribes the dimensions of the plates, the dimensions of the characters, and the minimum spacing between characters. This bill would, notwithstanding those requirements, authorize a license plate to have eight characters.

**Subject:** Miscellaneous, Transit

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Safety and Security, Tolling, Transit

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Environment, Public Works, Reports

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Miscellaneous

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

**Introduced:** 02/21/2025

**Status:** 02/24/2025 - Read first time.

**Location:** 02/21/2025 - Assembly PRINT

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

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

**Introduced:** 02/21/2025

**Status:** 02/24/2025 - Read first time.

**Location:** 02/21/2025 - Assembly PRINT

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

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

**Introduced:** 02/21/2025

**Status:** 02/24/2025 - Read first time.

**Location:** 02/21/2025 - Assembly PRINT

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

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

**Introduced:** 02/21/2025

**Status:** 02/24/2025 - Read first time.

**Location:** 02/21/2025 - Assembly PRINT

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

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

**Introduced:** 02/21/2025

**Status:** 02/24/2025 - Read first time.

**Location:** 02/21/2025 - Assembly PRINT

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

**Subject:** Employment



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

**Introduced:** 02/21/2025

**Status:** 02/24/2025 - Read first time.

**Location:** 02/21/2025 - Assembly PRINT

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

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

**Introduced:** 02/21/2025

**Status:** 02/24/2025 - Read first time.

**Location:** 02/21/2025 - Assembly PRINT

**Summary:** The Metropolitan Transportation Commission Act establishes the Metropolitan Transportation Commission to provide comprehensive regional transportation planning for the San Francisco Bay area, as provided. Existing law requires the commission to establish a regional transit coordinating council to better coordinate routes, schedules, fares, and transfers among the San Francisco Bay area transit operators and to explore potential advantages of joint ventures in certain areas. The act authorizes the commission, in consultation with the regional transit coordinating council, to identify functions performed by individual public transit systems that could be consolidated to improve the efficiency of regional transit service, and recommend that those functions be consolidated and performed through inter-operator agreements or as services contracted to a single entity. This bill would require the commission to consult with the general manager from each transit operator, instead of the regional transit coordinating council, when identifying functions that could be consolidated and recommending their consolidation, as described above. To the extent that this bill would impose additional duties on transit operators, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 02/21/2025 text)

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

**Introduced:** 02/21/2025

**Status:** 02/24/2025 - Read first time.

**Location:** 02/21/2025 - Assembly PRINT

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

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

**Introduced:** 02/21/2025

**Status:** 02/24/2025 - Read first time.

**Location:** 02/21/2025 - Assembly PRINT

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

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

**Introduced:** 02/21/2025

**Status:** 02/24/2025 - Read first time.

**Location:** 02/21/2025 - Assembly PRINT

**Summary:** Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Current law repeals these provisions on January 1, 2027. This bill would extend the operation of the above-described provisions until January 1, 2035.

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

**Introduced:** 02/21/2025

**Status:** 02/24/2025 - Read first time.

**Location:** 02/21/2025 - Assembly PRINT

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

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

**Introduced:** 02/13/2025

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

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

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

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

**Introduced:** 12/02/2024

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

**Location:** 01/29/2025 - 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. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024.

**Subject:** Environment

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

**Introduced:** 12/02/2024

**Last Amended:** 02/13/2025

**Status:** 02/13/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

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

**Summary:** The Otay Mesa East Toll Facility Act authorizes the San Diego Association of Governments (SANDAG) to carry out a construction project for the State Highway Route 11 corridor, including, among other things, highway improvements and international border crossing facilities, to be operated as a toll facility. Current law authorizes SANDAG to fix and revise from time to time and charge and collect tolls and other charges for entrance to or the use of the corridor, as provided. Current law authorizes toll revenues to be used for specified costs, including, among other things, payments of a cooperative tolling agreement with the federal government of Mexico. This bill would 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 pursuant to an agreement with the federal government.

**Subject:** Tolling

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

**Introduced:** 12/02/2024

**Last Amended:** 02/11/2025

**Status:** 02/19/2025 - Re-referred to Coms. on TRANS. and E.Q.

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

**Summary:** Current law provides various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity decommissions the equipment.

**Subject:** Transit

**SB 34 (Richardson, D) Ports: emissions: intermodal goods movement stakeholder group.**

**Introduced:** 12/02/2024

**Status:** 01/29/2025 - Referred to Coms. on E.Q. and TRANS.

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

**Summary:** Current law regulates the operation of ports and harbors. Current law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources and generally designates the State Air Resources Board as the state agency with primary responsibility for the control of vehicular air pollution. This bill would require the state board to establish an intermodal goods movement stakeholders group consisting of, among others, a member from each specified port district. By requiring a port district to participate in the group, the bill would impose a state-mandated local program. The bill would require the group to develop a plan that specifies short-term thresholds of yellow, orange, and red for port emissions and specifies actions to be taken to reduce port emissions and port-related emissions when the thresholds are reached, as specified.

**Subject:** Environment

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

**Introduced:** 01/15/2025

**Status:** 02/26/2025 - March 5 set for first hearing canceled at the request of author.

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

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

**Subject:** Environment

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

**Introduced:** 01/15/2025

**Status:** 03/04/2025 - Set for hearing March 19.

**Hearing:** 03/19/25 S-LOCAL GOVERNMENT 9 a.m. - 1021 O Street, Room 2200 DURAZO, MARÍA ELENA, Chair

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

**Summary:** Current law authorizes a local agency to finance infrastructure projects through various means, including by establishing 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 of Land Use and Climate Innovation, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies to develop and construct infrastructure projects, as defined. The bill would authorize the office to provide funding for up to 20% of a project's total cost, subject to specified requirements, including, among other things, that the local agency provides funding that has been raised through local taxes for at least 10% of the infrastructure project's total cost. The bill would require the office to develop guidelines to implement the program that establish the criteria by which grant applications will be evaluated and funded. The bill would make these provisions operative on January 1, 2030.

**Subject:** Funding

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

**Introduced:** 01/15/2025

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

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

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

**Subject:** Reports

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

**Introduced:** 01/27/2025

**Status:** 02/05/2025 - Referred to Coms. on JUD. and INS.

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

**Summary:** Current law gives a person the right of protection from bodily harm and the right to possess and use property. If a person suffers bodily harm or a loss of their property because of the unlawful act or omission of another, current law authorizes them to recover compensation from the person at fault, which is known as damages. This bill would authorize a person to bring a civil action, if specified criteria are met, including damages of \$10,000 or more, against a party responsible for a climate disaster or extreme weather or other events attributable to climate change due to the responsible party's misleading and deceptive practices or the provision of misinformation or disinformation about the connection between its fossil fuel products and climate change and extreme weather or other events attributable to climate change. The bill would make responsible parties jointly, severally, and strictly liable to a plaintiff for the climate disaster or extreme weather or other events attributable to climate change. The bill would set forth venue requirements and prohibited defenses for that action, and would require the court to award a prevailing plaintiff the full extent of noneconomic, compensatory, and punitive damages allowable, as specified. The bill would provide that the connection of a climate disaster, extreme weather or other events attributable to climate change, or harms resulting from long-term changes to the climate system to alleged injuries are an injury in fact for all residents of the state harmed by the event and would give those persons standing to bring a civil action pursuant to the above-described provisions.

**Subject:** Environment

**SB 231 (Seyarto, R) California Environmental Quality Act: guidelines.**

**Introduced:** 01/28/2025

**Status:** 02/05/2025 - Referred to Com. on E.Q.

**Location:** 02/05/2025 - Senate Environmental Quality

**Summary:** 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, formerly named the Office of Planning and Research, to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the guidelines to specifically include criteria for public agencies to follow in determining whether or not a proposed project may have a significant effect on the environment. This bill would require, on or before July 1, 2027, the Office of Land Use and Climate Innovation to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines in Appendix O of the CEQA guidelines to establish best practices for public agencies to follow in determining whether or not a proposed project may have a significant effect on the environment when completing Appendix G of the CEQA guidelines. The bill would require the best practices to consider, and include identifiable thresholds of significance based on, specified state and federal environmental laws. The bill would authorize the office, in developing those guidelines, to consult with local, regional, state, and federal agencies that have authority and expertise on those subjects.

**Subject:** Environment

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

**Introduced:** 01/28/2025

**Status:** 03/03/2025 - Set for hearing March 19.

**Hearing:** 03/19/25 S-ENVIRONMENTAL QUALITY 9 a.m. - 1021 O Street, Room 1200 BLAKESPEAR, CATHERINE, Chair

**Location:** 02/05/2025 - Senate Environmental Quality

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

**Subject:** Environment

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

**Introduced:** 01/30/2025

**Status:** 02/14/2025 - Referred to Coms. on L. GOV. and JUD.

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

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

**Subject:** Public Meetings

**SB 240 (Jones, R) San Diego Association of Governments.**

**Introduced:** 01/30/2025

**Status:** 02/14/2025 - Referred to Com. on RLS.

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

**Summary:** The San Diego Regional Transportation Consolidation Act provides for the reorganization of transportation responsibilities in the San Diego region by the consolidation of the San Diego Association of Governments and the transit operations of 2 specified transit boards. This bill would make nonsubstantive changes to provisions of the act that describe generally the nature of this consolidation.

**Subject:** Miscellaneous

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

**Introduced:** 02/03/2025

**Status:** 02/14/2025 - Referred to Com. on HOUSING.

**Location:** 02/14/2025 - Senate Housing

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

**Subject:** Planning

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

**Introduced:** 02/04/2025

**Status:** 02/14/2025 - Referred to Com. on TRANS.

**Location:** 02/14/2025 - Senate Transportation

**Summary:** The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. The act also sets forth specific public contracting requirements for certain transit districts, including the San Mateo County Transit District for construction work contracts. The act authorizes certain local agencies, including school districts and community college districts, to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program.

**Subject:** Public Works

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

**Introduced:** 02/05/2025

**Status:** 02/14/2025 - Referred to Com. on E. & C.A.

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

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

**Subject:** Miscellaneous

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

**Introduced:** 02/10/2025

**Status:** 02/19/2025 - Referred to Com. on B. P. & E.D.

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

**Summary:** Current law provides that the Department of Food and Agriculture has general supervision of the weights and measures and weighing and measuring devices sold or used in the state, including devices used to measure electricity sold as a motor vehicle fuel. Current law regulates the use and repair of weighing or measuring devices. Current law authorizes a device to be placed in service only by a sealer or a service agency. Current law prohibits, until January 1, 2028, requiring electric vehicle supply equipment (EVSE) to be retested or placed in service by a service agency or sealer, if the EVSE has previously been placed in service by a service agency or sealer, before the EVSE is used after receiving maintenance, as specified. This bill would authorize an EVSE that has been audited or tested by the manufacturer or supplier to be used commercially without further testing during the remainder of the inspection period adopted by the Secretary of Food and Agriculture, but not until it has been sealed by a sealer. The bill would, until January 1, 2028, among other things, exempt an EVSE installed in a workplace for the exclusive use of its employees, or installed in a residence, including a multifamily residential dwelling, for the exclusive use of the residents, from specified laws, and would authorize an EVSE, following installation, to be used in connection with the sale of electricity as a motor vehicle fuel without being placed into service by a service agency or sealer, as specified. The bill would authorize a county to take specified actions in order to support county oversight of EVSE and build capacity.

**Subject:** Zero Emission

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

**Introduced:** 02/12/2025

**Status:** 02/19/2025 - Referred to Com. on L. GOV.

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

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

**Subject:** Planning

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

**Introduced:** 02/13/2025

**Status:** 02/26/2025 - Referred to Com. on REV. & TAX.

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

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

**Subject:** Transit



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

**Introduced:** 02/13/2025

**Status:** 02/26/2025 - Referred to Coms. on N.R. & W. and E.Q.

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

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

**Subject:** Environment

**SB 400 (Cortese, D) High-Speed Rail Authority.**

**Introduced:** 02/14/2025

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

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

**Summary:** The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Current law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's internet website.

**Subject:** Transit

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

**Introduced:** 02/18/2025

**Status:** 02/26/2025 - Referred to Com. on REV. & TAX.

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

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

**Subject:** Zero Emission

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

**Introduced:** 02/18/2025

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

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

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

**Subject:** Environment

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

**Introduced:** 02/18/2025

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

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

**Summary:** CEQA requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements certain transportation-related projects if specified requirements are met. CEQA includes within these exempt transportation-related projects a public project for the institution or increase of bus rapid transit, bus, or light rail service, which will be exclusively used by low-emission or zero-emission vehicles, on existing public rights-of-way or existing highway rights-of-way. This bill would require a lead agency to provide a written notice with specified information to a third-party entity, defined by the bill to mean a local agency, electrical corporation, or private telecommunications provider, regarding its need to use, relocate, alter, change, or otherwise improve facilities, publicly owned and managed utilities, public spaces, or other publicly or privately owned facilities under the third-party entity's jurisdiction or ownership for the implementation of a sustainable transportation project. This bill would define "sustainable transportation project" to mean a project where the lead agency is a state agency, operator, or local agency that proposes the construction or modification of facilities meeting at least one of several specified criteria, including that it is exempt from CEQA pursuant to the above-described provisions.

**Subject:** Environment

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

**Introduced:** 02/19/2025

**Status:** 02/20/2025 - From printer. May be acted upon on or after March 22.

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

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

**Subject:** Employment

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Miscellaneous

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

**Introduced:** 02/19/2025

**Status:** 02/26/2025 - Referred to Com. on L., P.E. & R.

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

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

**Subject:** Employment

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

**Introduced:** 02/19/2025

**Status:** 02/26/2025 - Referred to Coms. on G.O. and JUD.

**Location:** 02/26/2025 - Senate Governmental Organization

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

**Subject:** Public Meetings

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Environment

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

**Introduced:** 02/19/2025

**Status:** 02/26/2025 - Referred to Coms. on E.Q. and TRANS.

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

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

**Subject:** Zero Emission

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

**Introduced:** 02/19/2025

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

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

**Summary:** Existing law requires the Department of the California Highway Patrol to adopt reasonable rules and regulations which, in the judgment of the department, are designed to promote the safe operation of specified vehicles, including among other vehicles, schoolbuses and commercial motor vehicles. This bill would make technical, nonsubstantive changes to these provisions.

**Subject:** Funding

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

**Introduced:** 02/19/2025

**Status:** 02/26/2025 - Referred to Com. on L., P.E. & R.

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

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

**Subject:** Employment

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

**Introduced:** 02/20/2025

**Status:** 02/21/2025 - From printer. May be acted upon on or after March 23.

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

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

**Subject:** Environment

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

**Introduced:** 02/20/2025

**Status:** 02/21/2025 - From printer. May be acted upon on or after March 23.

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

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

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

**Introduced:** 02/20/2025

**Status:** 02/21/2025 - From printer. May be acted upon on or after March 23.

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

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

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

**Introduced:** 02/20/2025

**Status:** 02/21/2025 - From printer. May be acted upon on or after March 23.

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

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

**SB 563 (Valladares, R) Cooperative highway construction and improvement.**

**Introduced:** 02/20/2025

**Status:** 02/21/2025 - From printer. May be acted upon on or after March 23.

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

**Summary:** Current law authorizes the board of supervisors of a county, by a vote of not less than 3/5 of its membership, to petition the Department of Transportation to cooperate in the improvement of an existing highway or the construction of a proposed highway in that county when the existing highway connects, or the proposed highway will connect, a forest highway system road or national park road that is already built or under construction, with any state highway. Current law requires that the connecting highway not exceed 50 miles in length. Current law requires, when any highway sought to be improved or constructed under these provisions is situated in 2 or more counties, that the petition, or the concurrence in that petition, be passed by a 3/5 vote of the membership of the board of supervisors of each of those counties to initiate the proceeding. This bill would make nonsubstantive changes to these provisions.

**Subject:** Public Works, Transit

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

**Introduced:** 02/20/2025

**Status:** 02/21/2025 - From printer. May be acted upon on or after March 23.

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

**Summary:** The bill would require the Department of Transportation to develop a joint action plan for each district of the department in which homeless encampments are located on department property in collaboration with local governments located in the district. The bill would require the department, upon appropriation by the Legislature, to allocate funds to support collaborative efforts with local governments to address homeless encampments on department property. The bill would require the department to establish an advisory committee in each district for the purpose of providing advice on the implementation of these provisions. The bill would require the department to submit an annual report to the Legislature summarizing specified information and recommendations regarding homeless encampments on department property. (Based on 02/20/2025 text)

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

**Introduced:** 02/20/2025

**Status:** 02/21/2025 - From printer. May be acted upon on or after March 23.

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

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

**Subject:** Employment

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

**Introduced:** 02/20/2025

**Status:** 02/21/2025 - From printer. May be acted upon on or after March 23.

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

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

**Subject:** Employment

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

**Introduced:** 02/20/2025

**Status:** 02/21/2025 - From printer. May be acted upon on or after March 23.

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

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

**Subject:** Active Transportation

**SB 676 (Limón, D) California Environmental Quality Act: responsible agency.**

**Introduced:** 02/21/2025

**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

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

**Summary:** 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 the lead agency 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 defines “responsible agency” for purposes of the act to include a public agency, other than a lead agency, that has responsibility for, among other things, approving a project. This bill would expand the definition of “responsible agency” to include a public agency, other than the lead agency, that has responsibility for permitting a project. To the extent this bill would impose new duties on local agencies related to new responsible agency designations, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

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

**Introduced:** 02/21/2025

**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

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

**Summary:** The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources Board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Existing law establishes the Greenhouse Gas Reduction Fund and requires all moneys, except for fines and penalties, collected by the state board from the auction or sales of allowances as a part of a market-based compliance mechanism to be deposited into the fund and requires the Legislature to appropriate moneys in the fund for the purpose of reducing greenhouse gas emissions in the state, as provided. This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period. This bill contains other related provisions and other existing laws.

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

**Introduced:** 02/21/2025

**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

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

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

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

**Introduced:** 02/21/2025

**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

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

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



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

**Introduced:** 02/21/2025

**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

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

**Summary:** The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Existing law, the Climate Corporate Data Accountability Act, requires, on or before July 1, 2025, the State Air Resources Board to develop and adopt regulations to require a reporting entity to, among other things, annually disclose all of the reporting entity's scope 1 emissions, scope 2 emissions, and scope 3 emissions, as defined. Existing law also states the intent of the Legislature for all state agencies, as defined, to aim to achieve net-zero emissions of greenhouse gases resulting from their operations, including scope 1 and scope 2 emissions, no later than January 1, 2035, or as soon as feasible thereafter. Existing law requires the Department of General Services, in consultation with the State Air Resources Board, in making progress toward the above-described goal, to, among other things, publish on its internet website or other publicly available location an inventory of the greenhouse gas emissions of state agencies for the prior calendar year, as specified. This bill, the California Procurement Climate Information Act, would require the department, beginning January 1, 2027, to require a large contractor and significant contractor, as defined, to report their greenhouse gas emissions and climate-related financial risk, as specified. The bill would require the report to include, for large contractors, an annual disclosure of scope 1 emissions, scope 2 emissions, scope 3 emissions, and climate-related financial risk, as specified, and for significant contractors, an annual disclosure of scope 1 emissions and scope 2 emissions, as specified. This bill contains other existing laws.

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

**Introduced:** 02/21/2025

**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

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

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

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

**Introduced:** 02/21/2025

**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

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

**Summary:** Existing law establishes the Infill Infrastructure Grant Program of 2019 (program), which requires the Department of Housing and Community Development, upon appropriation of funds by the Legislature, to establish and administer a grant program to allocate those funds to eligible applicants to fund capital improvement projects that are an integral part of, or necessary to facilitate the development of, a qualifying infill project, qualifying infill area, or catalytic qualifying infill area. Existing law requires the department, in its review of applications, to rank affected qualifying infill projects and catalytic qualifying infill areas based on specified criteria, including the qualifying infill area's or catalytic qualifying infill area's inclusion of, or proximity to, a train station or major transit stop and the proximity of housing to existing or planned parks, employment or retail centers, schools, or social services. This bill would revise these provisions to require the department to rank applications, as described above, based on the qualifying infill area's or catalytic qualifying infill area's inclusion of, or proximity or accessibility to, a transit station or major transit stop or walkability to essential services or businesses. The bill would additionally revise these provisions to require the department's ranking to be based on the proximity of housing to services, rather than social services. This bill contains other related provisions and other existing laws.

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

**Introduced:** 02/21/2025

**Status:** 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

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

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



**March 20, 2025**

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

### **Overview**

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. A recommendation is made to approve a set of principles to guide the Orange County Transportation Authority's advocacy efforts related to reauthorization of the surface transportation bill. An update is provided on budget reconciliation, negotiations, spending and a summary is given on the President's recent address to Congress.

### **Recommendation**

Adopt the proposed Principles for Surface Transportation Reauthorization Legislation and direct staff to take necessary and appropriate actions in furtherance of these goals in Washington, D.C.

### **Discussion**

#### **Principles for Surface Transportation Reauthorization Legislation**

The Infrastructure Investment and Jobs Act (IIJA), enacted in November 2021, marked a historic investment in the nation's transportation infrastructure, providing approximately \$1.2 trillion over five years to improve roads, bridges, public transit, and other critical mobility systems. As the IIJA approaches its expiration on September 30, 2026, discussions are beginning in Congress on the development of the next surface transportation bill. This legislation will shape federal transportation policy and funding for years to come, with debates likely centering on priorities such as increasing investment in highway and freight infrastructure, reducing federal regulations to expedite project approvals and supporting critical economic corridors. To ensure that the Orange County Transportation Authority (OCTA) is well-positioned to advocate for policies that align with the region's mobility needs, staff has developed a set of guiding

principles to inform and support OCTA's engagement in the legislative process, detailed in Attachment A. Board of Directors' (Board) approval of these principles will provide a framework for OCTA's federal advocacy efforts as Congress considers the future of national transportation policy. These principles include:

- Sustainable Highway Trust Fund: Support a fiscally sound, user-pays approach to stabilize the Highway Trust Fund, ensuring sustainable highway and transit funding.
- Protecting the Los Angeles – San Diego – San Luis Obispo Rail Corridor: Secure dedicated federal funding and streamlined permitting processes to address infrastructure vulnerabilities and maintain uninterrupted passenger and freight service along this critical corridor. As an essential transportation asset for Southern California, timely investments will help OCTA mitigate climate-related risks while preserving regional mobility, economic stability, and national security interests.
- Flexible formula funding: Ensure that federal transportation funding prioritizes formula-based distribution while allowing for flexibility that respects the unique needs of regional agencies like OCTA. A predictable and stable funding structure allows for effective planning and delivery of essential transportation projects that improve mobility.
- Reinstating suballocation for federal funds: Restore the suballocation process to allow county transportation commissions, like OCTA, to directly manage federal formula funds, including Surface Transportation Block Grants and Congestion Mitigation and Air Quality funds. Returning direct control of these funds to local agencies would reduce bureaucratic delays, improve efficiency, and ensure that transportation investments align with regional priorities.
- Protecting existing transportation funding: Ensure that the introduction of new infrastructure programs does not divert or reduce long-standing transportation funding sources that OCTA relies on for critical projects and programs. Maintaining these resources is essential for completing planned and ongoing improvements that enhance mobility and reduce congestion.
- Maintaining funding for transit: Preserve the historic 80-20 highway-transit funding split through the Highway Trust Fund to ensure continued federal support for public transit systems. Maintaining this federal commitment is vital for ensuring stable funding, reducing competition for limited transit dollars, and supporting future service expansion.

- **Regulatory stability for infrastructure investments:** Support policies that ensure transportation funding is not jeopardized due to factors beyond a local agency's control, such as shifting regulations, external environmental conditions, or unforeseen compliance challenges. This includes opposition to funding penalties tied to air quality attainment when non-compliance results from factors outside agency control, ensuring agencies like OCTA can continue investing in critical infrastructure and mobility improvements.
- **Streamlining environmental reviews:** Support efforts to improve the efficiency of environmental reviews for transportation infrastructure projects by reducing administrative redundancies and preventing unnecessary federal oversight of smaller projects will accelerate project delivery.
- **Improve the federal grant process:** Support efforts to simplify and standardize the grant process, streamline application requirements, and enhance predictability to reduce administrative burdens on agencies seeking federal funding. Promote a federal discretionary grant process that prioritizes local control, ensures balanced regional distribution, and eliminates arbitrary limits, excessive matching requirements, or other restrictive policies that could discourage federal funding from being directed to Orange County.
- **Secure stable funding for rail:** Support long-term, dedicated federal funding and policy support for rail to enhance investment in key corridors. Ensuring stable rail funding will streamline project delivery, improve safety, and strengthen rail's role in national defense and goods movement.
- **Support federal investment in transportation for the 2028 Olympic and Paralympic Games:** Advocate for strategic federal investment and streamlined project delivery to ensure regional transportation infrastructure is prepared for the 2028 Olympic and Paralympic Games in Los Angeles. Federal policies should facilitate permitting efficiency, workforce readiness, and interagency partnerships.
- **Promote fair and flexible tolling policies:** Support federal policies that respect regional decision-making and recognize the unique transportation needs of different regions. Any federal oversight should allow for toll revenues to be prioritized for debt service, private investment returns, and maintenance and operations costs, while also authorizing excess revenues for additional transportation investments in compliance with state law.

- Preserve tax-exempt financing for transportation projects: Advocate for maintaining public agencies' ability to issue and refinance tax-exempt debt to support cost-effective infrastructure financing. Protecting tax-exempt status ensures that agencies like OCTA can borrow funds at lower interest rates, reducing overall project costs and maximizing available funding for transportation improvements.

By adopting these guiding principles, OCTA positions itself as a strong advocate for federal policies that promote sustainable transportation funding, efficient project delivery, and local decision-making authority. As discussions continue, the Board may revisit these priorities as needed, recognizing this as a living document that may evolve throughout the process.

#### Update of Budget Resolution Negotiations

To expedite the passage of budgetary and tax-related measures, lawmakers are using the budget reconciliation process, which allows fiscal measures to pass with a simple majority in the Senate, bypassing the 60-vote filibuster threshold. However, reconciliation is subject to specific rules, including the Byrd Rule, which restricts the inclusion of provisions that do not have a direct impact on the federal budget. This ensures that reconciliation remains focused on fiscal policy rather than broader legislative priorities.

On February 25, 2025, the House of Representatives (House) narrowly approved a budget resolution in a 217-215 vote. This resolution proposes \$4.5 trillion in tax cuts through extending the Tax Cuts and Jobs Act of 2017, and \$2 trillion in spending reductions over the next decade. Specifically, the House budget blueprint includes deficit reduction targets for congressional committees. For example, the House Transportation and Infrastructure (T&I) Committee must reduce deficits by at least \$10 billion over ten years. Additionally, the resolution seeks to raise the national debt ceiling by \$4 trillion to prevent a default in government spending. For background, the debt limit expired earlier this year, forcing the United States Treasury to use extraordinary measures to avoid default. Raising the ceiling does not approve new spending but allows the government to meet existing obligations. The proposed \$4 trillion increase aims to prevent a default and provide borrowing capacity beyond 2026.

Despite passing in the House, the budget resolution faces hurdles in the Senate, where leaders have expressed the need for substantial revisions. Key areas of debate include the extension of the 2017 tax cuts, particularly for corporations and high-income earners, the scope of Medicaid and social program reductions, and the debt ceiling increase, which some lawmakers argue should be coupled with additional spending controls or fiscal reforms. These differences signal an intense period of negotiations as lawmakers seek to reconcile competing fiscal priorities.

Before the House vote, the Senate advanced its own budget blueprint, proposing a two-step reconciliation strategy—first addressing defense, border security, and infrastructure funding, with a second bill focused on extending the 2017 tax cuts. Unlike the House plan, the Senate's version included \$520 billion in new spending but did not immediately extend the tax cuts. It assumed \$3.7 trillion in tax reductions over a decade, offset only partially by spending cuts, leading to a projected \$12.6 trillion increase in public debt by 2034. The blueprint also signaled transportation funding cuts beginning in 2027.

While there are not specifics yet on what kind of cuts may be expected for transportation, House T&I Chairman Sam Graves (R-MO) has indicated support for implementing a fee of \$150 on electric vehicles. Therefore, the Senate must now amend the resolution, include its own reconciliation instructions, and pass it back to the House for another vote. As of this report, these negotiations remain ongoing.

Concurrently, discussions continue on passing the fiscal year (FY) 2025 appropriations bill, which is currently operating under a continuing resolution set to expire on March 14, 2025. While some lawmakers are considering a full-year continuing resolution, as of the writing of this staff report, no action has been taken on that or the development of topline numbers for an annual appropriations bill. Without agreement on the approach, the government faces the risk of a shutdown. Staff will provide a verbal update at the Legislative & Communications Committee meeting regarding the status of a funding bill for FY 2025.

#### Summary of the President's Address to Congress

Addressing Congress on March 4, 2025, in his first joint session speech since returning to office, President Donald Trump outlined his administration's priorities, with a strong emphasis on infrastructure, economic growth, and government efficiency. He also announced the creation of the Department of Government Efficiency to reduce waste, streamline operations, and potentially fast-track infrastructure projects by cutting bureaucratic hurdles.

The President proposed tax incentives for purchasing American-made vehicles, including making interest payments on car loans tax-deductible if the vehicle is manufactured in the United States, aiming to boost domestic automobile production. He also emphasized an "America-first" trade policy, announcing extensive tariffs on foreign goods to protect domestic industries and stimulate the economy. Additionally, he introduced a major automated intelligence infrastructure investment through a partnership with private companies, planning to invest up to \$500 billion in data centers and energy facilities. He reiterated the importance of domestic energy production, tying it to economic growth and infrastructure expansion. These initiatives reflect the Administration's broader strategy to strengthen American industries, enhance technological innovation, and secure long-term economic stability.

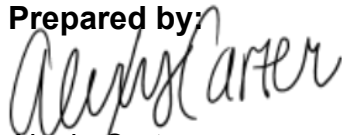
**Summary**

Staff recommends the Board approve principles guiding the Orange County Transportation Authority's advocacy for the next surface transportation bill, along with updates on budget resolution negotiations and the President's address to Congress.

**Attachments**

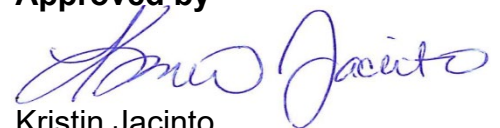
- A. Principles for Surface Transportation Reauthorization Legislation
- B. Potomac Partners DC, Monthly Legislative Report – February 2025

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## **Principles for Surface Transportation Reauthorization Legislation**

1. Develop a fiscally sound, innovative solution to the Highway Trust Fund's structural revenue deficit that ensures long-term sustainability for both highway and transit funding. The solution should be based on a fair-share, user-pays approach that ensures all users contribute to the maintenance and improvement of transportation infrastructure. It should also maintain the historical commitment to transit funding from the Highway Trust Fund, reduce volatility in transportation resources, and support forward-looking strategies.
2. Protect and preserve the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor as a critical, interregional transportation asset vital to national defense, goods movement, economic vitality, and regional mobility. Secure dedicated funding and permit streamlining to quickly address infrastructure vulnerabilities, ensuring the corridor remains resilient against disruptions that could impact military readiness, supply chain efficiency, and passenger rail connectivity along one of the nation's most strategically significant rail corridors.
3. Prioritize the use of formula funding with sufficient flexibility to respect the unique nature of regional transportation agencies in the Southern California Association of Governments region.
4. Support reinstating the suballocation process to county transportation commissions to ensure federal formula funds are proportionally distributed. Restoring this process will empower local and regional agencies to direct investments where they are most needed, ultimately leading to more efficient use of funds, project delivery, and greater overall impact on transportation infrastructure and mobility.
5. Ensure that funding new infrastructure programs do not replace or adversely affect the delivery of transportation funding that has been traditionally used by the Orange County Transportation Authority.
6. Support maintaining dedicated federal transit funding, including the historic 80-20 highway-transit funding split, and ensuring transit agencies have the flexibility needed to effectively operate, maintain, and improve services.
7. Prevent impediments to infrastructure investments and funding because of issues beyond an agency's control, such as air quality attainment.

8. Expedite and improve the efficiency of environmental reviews for infrastructure projects by streamlining requirements, reducing redundancies, and supporting reciprocity between the California Environmental Quality Act and the National Environmental Policy Act, while providing additional funding to accelerate state and federal review processes. Additionally, support adjusting federalization thresholds to prevent unnecessary oversight of smaller projects and improve efficiency, expanded use of exemptions for various classes of projects, and use of programmatic reviews.
9. Improve the federal grant process by streamlining Notices of Funding Opportunity (NOFO), standardizing application requirements, and enhancing predictability to reduce administrative burdens and accelerate funding delivery. Establish merit-based criteria, prioritize efficiency and economic development, introduce structured annual grant cycles, and implement a fast-track approval process for critical project components. Additionally, allow abridged resubmissions for previously unsuccessful applications and ensure NOFOs are concise and accessible to agencies with limited resources. Avoid imposing overly complex reporting requirements that create unnecessary compliance burdens.
10. Promote a transparent and fair discretionary grant process that ensures local control and balanced regional distribution, free from arbitrary limits, unreasonable matching requirements, or other policies that would discourage federal funding from flowing to Orange County.
11. Provide stable, long-term funding and policy support for passenger and freight rail to enhance federal investment in key rail corridors, streamline project delivery, improve safety, and strengthen rail's role in goods movement and national defense.
12. Advocate for strategic federal investment in transportation infrastructure and streamlined project delivery to support Orange County's role in the successful execution of the 2028 Olympic and Paralympic Games in Los Angeles. Ensure that federal policies facilitate permitting efficiency, workforce readiness, and partnerships that enhance Orange County's transportation network and global competitiveness while minimizing disruptions to daily operations.
13. Support fair and flexible tolling policies based on user-pay principles. Any federal oversight should respect regional decision-making, and the unique transportation needs of differing regions. Toll revenues should continue to be prioritized for debt service, a reasonable return on private investment, and the costs related to operation and maintenance of the facility, while also authorizing excess revenues to be used for transportation investments, consistent with state laws.

14. Support the preservation of tax-exempt financing for surface transportation projects, ensuring public agencies retain the ability to issue and refinance tax-exempt debt.



## Monthly Legislative Report – February 2025

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### February Advocacy Meetings

**House Transportation and Infrastructure (T&I) Rail Subcommittee, Majority Staff** – We met with subcommittee staff to discuss possible permit streamlining for rail projects in California. We also discussed capital and operational funding needs for rail projects to support the 2028 Olympics.

**Senate Banking Committee, Majority & Minority Staff** – We discussed the timing for the confirmation vote for the Federal Transit Administration's (FTA) next Administrator, Marcus Molinaro. We also discussed ways to improve the U.S. domestic bus manufacturing market, including possible tax incentives, workforce training support, and reforms to the bus procurement process. We also discuss the budget reconciliation process in the Senate and funding for public transportation and bus capital accounts.

**Office of Congresswoman Young Kim (R-CA)** – We met with Congresswoman Kim to discuss policy and administrative reforms that could be included in the next Surface Transportation Authorization, to include Build America/Buy America (BABA) reforms and environmental streamlining for transit and rail projects. We also discussed the expansion of categorical exclusions for infrastructure projects.

**Office of Congressman Mike Levin (D-CA)** – We followed up with Rep. Levin's staff to discuss updates on the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor and the need for possible streamlining of the National Environmental Policy Act (NEPA) requirements. We also discussed LOSSAN resiliency funding needs in the surface transportation reauthorization.

**Congressman Derek Tran (D-CA)** – We met with the Congressman to discuss possible transit funding needs for the Olympics. We also discussed recent delays regarding grant funding and ways simplify and improve grant application process especially with Community Project Funding (CFP) requests.

**Office of Congressman Daniel Webster (R-FL)** – We met with Congressman Webster, the new Chairman of the T&I Railroad Subcommittee. We discussed possible funding for commuter rail and capital and operation funding needs for the upcoming Olympics.

**Office of Congresswoman Judy Chu (D-CA)** – We met with senior staff for the Congresswoman to discuss possible changes to the tax-exempt status of municipal bonds. We also discussed recent delays in grant funding for grant awards to include the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program.

**Congressman David Min (D-CA)** – We met with the Congressman to discuss support for grants in the region to reduce emissions related to goods movement and for zero-emission technologies.

**Congressman Ken Calvert (R-CA)** – We discussed with the Congressman the possibility of a year-long Continuing Resolution (CR) for Fiscal Year (FY) 2025 appropriations bills that would maintain FY24 funding. We also discussed possible “anomalies” for transportation and infrastructure funding in the FY25 Appropriations bill.

**Office of Congressman Pete Aguilar (D-CA)** – We met with the Congressman to discuss the FY26 Community Project Funding (CPF) request timeline and possible programmatic requests for transit. We also discussed delays in federal grant funding agreements and the need for additional resources to address the current and future transportation and goods movement issues in Southern California.

**Office of Congressman David Rouzer (R-NC)** – We met with Congressman Rouzer to discuss the upcoming T&I Committee hearings on the next Surface Transportation Authorization. We also discussed support for key funding programs at the U.S. Department of Transportation (USDOT) and policy reforms, such as providing BABA waivers in instances where construction materials or manufactured products that meet BABA requirements are unavailable or cost prohibitive.

### **Fiscal Year 2025 Appropriations Update**

House Appropriators are currently preparing for the possibility of a CR for the rest of FY25. House Appropriations Chairman Tom Cole (R-OK) and his Senate counterpart, Susan Collins (R-ME) have previously suggested that they could still enact the full-year spending bills, but Speaker Mike Johnson (R-LA) and Senate Majority Leader John Thune (R-SD) have endorsed the plan for a full-year CR that would then allow Appropriators to begin the FY 2026 process. House and Senate GOP leaders are currently working out details of a CR that will likely include a range of “anomalies” such as funding for Immigration and Customs Enforcement and some Defense Department priorities. Democrats in both chambers remain largely against the full-year CR approach, with senior Democrat negotiators calling for another short-term CR into April, to provide sufficient time to reach a deal on topline spending levels and on the 12 spending bills. Democrats are also seeking some type of guarantee that the Trump Administration (more specifically, the Office of Management and Budget) will not freeze or prevent any of the appropriated funds from being released.

We expect negotiations to ramp up in the coming days, ahead of the March 14th deadline. It is worth noting that even if all House Republicans united to ensure its passage in that chamber, it remains unclear how Senate Republicans plan to secure the support of a sufficient number of Senate Democrats to avoid a filibuster.

### **Budget Reconciliation Update**

On February 25<sup>th</sup>, the House adopted a budget resolution in a 217-215 vote, with just one Republican joining all Democrats to oppose it. The resolution now goes to the Senate, which has been pursuing its own budget proposal. The timing for a Senate vote is still uncertain.

This Budget Reconciliation process will provide a fast-track process for consideration of Republican policy priorities in the Senate for this year, including border security, defense, and energy priorities, along with \$4.5 trillion in tax cuts. House and Senate negotiations are expected to take most of the month of March. House and Senate Republicans have differing views on the size of a reconciliation bill, tax cuts, and how to address the debt ceiling.

### **USDOT Review of State Transportation Plan Amendments Halted**

The USDOT no longer requires an extra layer of federal review whenever states seek even minor changes to their transportation plans after the rescinded requirement sparked concern that some payments for roads, bridges, and transit could be further delayed with the extra reviews. Amendments to state transportation plans were already subject to a federal review from a regional office to confirm they did not violate any U.S. laws. State transportation departments learned of the reversal on February 28<sup>th</sup> from the American Association of State Highway and Transportation Officials (ASHTO), who confirmed that the review process was being returned to the regional level without the need for lawyers in Washington to sign off, thus maintaining the status quo for now.

### **Secretary of Labor Nomination Advances to the Senate Floor**

On February 27<sup>th</sup>, the Senate Health, Education, Labor and Pensions (HELP) Committee approved the nomination of former Representative Lori Chavez-DeRemer (R-OR) to become secretary of labor. The panel reported the nomination to the floor of the chamber by a vote of 13-9. That floor vote to confirm has yet to be scheduled.

### **President Trump Announces Tariffs on Mexico and Canada Will Proceed March 4<sup>th</sup>**

On February 27<sup>th</sup>, Trump posted on Truth Social saying that illicit drugs such as fentanyl are being smuggled into the United States at “unacceptable levels” and that import taxes would force other countries to crack down on the trafficking.

“We cannot allow this scourge to continue to harm the USA, and therefore, until it stops, or is seriously limited, the proposed TARIFFS scheduled to go into effect on MARCH FOURTH will, indeed, go into effect, as scheduled,” President Trump wrote. “China will likewise be charged an additional 10% Tariff on that date.”

President Trump also indicated at the end of this month that European countries would face a 25% tariff. The President is also considering separate tariffs on autos, computer chips, and pharmaceutical drugs that would be levied in addition to the reciprocal tariffs.

### **Bus Rolling Stock Modernization Act Introduced in the Senate**

At the end of February, Senators Katie Britt (R-AL), John Fetterman (D-PA), Tina Smith (D-MN), and Kevin Cramer (R-ND) re-introduced the Bus Rolling Stock Modernization Act. This legislation that aims to cut red tape and strengthen domestic bus manufacturing by providing more flexibility for local transit systems and allow bus purchasers to make 20 percent advanced payments. Current Federal Transit Administration (FTA) regulations allow for advance payment only when the manufacturer obtains a performance bond or letter of credit, and the grantee receives pre-approval from FTA, a process that is cumbersome, time-consuming, and costly for the purchaser and the manufacturer. Under the Bus Rolling Stock Modernization Act, local transit agencies will have the option to provide advance payments of up to 20% for buses without the need for a performance bond, or letter of credit, or FTA approval. This will simplify the purchasing process and help drive down costs for agencies and manufacturers. The reintroduction of the Bus Rolling Stock Modernization Act marks a bipartisan effort to modernize U.S. transit regulations, with a focus on strengthening domestic manufacturing and improving transportation accessibility nationwide.

### **USDOT To Review California High Speed Rail (CAHSR) Project**

At a Union Station press conference this month, U.S. Transportation Secretary Sean Duffy announced he had directed the Federal Railroad Administration (FRA) to initiate a review of the California High-Speed Rail Authority. Secretary Duffy said the review would help determine the appropriateness of committing roughly \$4 billion in funding to the project. The FRA will investigate delays and cost overruns on the project through a compliance and performance review, officials said. Secretary Duffy directed the FRA to review CHSRA and the progress on the Merced-to-Bakersfield Corridor and to look at the agency's compliance under FRA-administered grant agreements to determine if the agency has met its obligations under the award terms.

### **Federal Highway Administration (FHWA) Suspends State Electric Vehicle (EV) Infrastructure Deployment Plans**

According to a February 6th letter from FHWA to state transportation directors, the agency has suspended state EV infrastructure deployment plans under the National Electric Vehicle Infrastructure (NEVI) Formula Program. According to the letter, new guidance about the NEVI Formula program will be published for public comment in the spring. No new funding obligations will occur until the final program guidance is published.



**March 20, 2025**

**To:** Legislative and Communications Committee

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

**Subject:** Agreement for Public Outreach Services for the Interstate 5 Improvement Project from Interstate 405 to State Route 55

### **Overview**

On October 14, 2024, the Orange County Transportation Authority released a request for proposals for public outreach consulting services during the pre-construction and construction phases of the Interstate 5 Improvement Project from Interstate 405 to State Route 55. Board of Directors' approval is requested to execute an agreement for these services.

### **Recommendations**

- A. Approve the selection of Kleinfelder Construction Services, Inc., as the firm to provide public outreach consultant services for the Interstate 5 Improvement Project from Interstate 405 to State Route 55.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2488 between the Orange County Transportation Authority and Kleinfelder Construction Services, Inc., in the amount of \$1,199,260, for a six-year initial term with an option term of up to 24 months, to provide public outreach consultant services for the Interstate 5 Improvement Project from Interstate 405 to State Route 55.

### **Discussion**

Interstate 5 (I-5) improvements between Interstate 405 (I-405) and State Route 55 (SR-55) (Project) are part of Project B in the Measure M2 freeway program, also known as Measure M2. The Project is Project B in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan adopted by the OCTA Board of Directors (Board) in November 2024.



I-5 is a major north-south corridor connecting Orange County with Los Angeles and San Diego counties. The Project area includes the cities of Irvine and Tustin and extends approximately nine miles. The \$716 million Project is funded through a combination of federal, state, and local funds.

The Project will be constructed in two segments:

- Segment 1 extends from I-405 to Yale Avenue
- Segment 2 extends from Yale Avenue to SR-55

Both Segments 1 and 2 are scheduled to begin construction in 2026.

The Project corridor consists of residential, commercial, and industrial land uses adjacent to the freeway. It connects with the State Route 133 and the State Route 261 toll road facilities and crosses Orange County Flood Control channels and a rail line. The annual average daily traffic through the Project corridor is approximately 275,600 vehicles, and the corridor currently experiences congestion and traffic delays.

The Project includes improvements to both directions of I-5, affecting interchanges connectors, ramps, walls, drainage systems, and utilities. The Project will add a new regular lane in each direction from I-405 to SR-55, restripe the limited-access high-occupancy vehicle lane to continuous access in both directions, and add merge lanes in the southbound direction. Additionally, six bridges will be improved, and ramps will be modified at several interchanges to bring them up to current design standards and make them safer for pedestrians, bicyclists, and motorists. The Project will also construct several sound walls and retaining walls.

Extensive outreach efforts are needed to communicate major activities to residents, business owners, large employers, motorists, first responders, active transportation stakeholders, and other key constituents such as local agencies and the trucking and tourism industries. Major activities include bridge and wall demolition and reconstruction, pile driving, ramp realignments, and utility work, which will require long- and short-term freeway, ramp, and local street closures.

OCTA, with consultant support, will implement a comprehensive public outreach program that will engage all stakeholders, including hard-to-reach and underrepresented communities, using a variety of methods and tools such as:

- Conducting one-on-one meetings with city representatives, key stakeholders, community-based organizations, and members of the business and faith-based communities
- Providing city council and speakers bureau presentations
- Developing and sending email newsletters and text notifications
- Hosting in-person and virtual neighborhood meetings
- Providing an interactive map of closures and detours
- Developing content for digital communications
- Canvassing flyers and other printed collateral along the Project corridor
- Researching, resolving, and tracking constituent inquiries

In addition, the consultant will assist with coordinating pre- and post-construction surveys and facilitate implementation of temporary construction easements.

### ***Procurement Approach***

OCTA handled the procurement in accordance with the Board-approved procedures for professional and technical services. Various factors are considered in the award decision for professional and technical services. Award is recommended to the firm offering the most comprehensive overall proposal considering such factors as prior experience with similar projects, staffing and project organization, work plan, as well as cost and price.

On October 14, 2024, the Board authorized the release of Request for Proposals (RFP) 4-2488, which was issued electronically on CAMM NET. The Project was advertised in a newspaper of general circulation on October 14 and October 21, 2024. A pre-proposal conference was held on October 22, 2024, with nine attendees representing seven firms. Two addenda were issued to provide the pre-proposal conference registration sheet, presentation, and responses to written questions related to the RFP.

On November 12, 2024, four proposals were received. An evaluation committee composed of OCTA staff from Contracts Administration and Materials Management, Public Outreach, and Capital Project Delivery departments, along with an external representative from the California Department of Transportation, met to review all the proposals received.

The proposals were evaluated based on the following Board-approved evaluation criteria and weightings:

- |                                     |            |
|-------------------------------------|------------|
| • Qualifications of the Firm        | 20 percent |
| • Staffing and Project Organization | 25 percent |
| • Work Plan                         | 30 percent |
| • Cost and Price                    | 25 percent |

Several factors were considered in developing the evaluation criteria weightings. The qualifications of the firm were weighted at 20 percent as the consulting firm had to demonstrate public outreach experience on complex transportation projects during pre-construction and construction phases. Staffing and project organization was weighted at 25 percent as the proposing firm had to demonstrate an experienced, well-rounded team consisting of senior and junior level staff having adequate availability, as well as relevant experience performing outreach services on large construction projects. Work plan was weighted at 30 percent as the plan had to consider the unique needs of a corridor composed of residential, commercial, and industrial businesses that also serves motorists commuting from Orange County to and from Los Angeles and San Diego counties. Additionally, the proposed work plan had to demonstrate an understanding of the Project scope and challenges, as well as the level of effort required. Cost and price were weighted at 25 percent to ensure that OCTA receives value for the services provided.

The evaluation committee utilized a best-value selection process for this RFP. The best-value determination is based on a 100-point scale with 75 points based on the evaluation of the technical proposal and the remaining 25 points based on the evaluation of the price proposal. The RFP required proposing firms to submit a separate price proposal in a sealed package. In order to focus on the technical aspects of the proposals, the evaluation committee first evaluated the written proposals on technical merit based on the weighted criteria for qualifications of the firm, staffing and project organization, and work plan, which represented a maximum of 75 points of the total proposal score. After the interviews, the technical scores of the short-listed firms were finalized, the sealed price proposals of only the short-listed firms were then opened and shared with the evaluation committee, and the cost and price score were factored into the overall score for a maximum of 100 points.

On December 17, 2024, the evaluation committee reviewed the four proposals based on the Board-approved evaluation criteria and short-listed the two most qualified firms listed below in alphabetical order:

Firm and Location

Costin Public Outreach Group, Inc. (CPOG)  
Headquarters: Huntington Beach, California  
Project Office: Huntington Beach, California  
Kleinfelder Construction Services, Inc. (Kleinfelder)  
Headquarters: San Diego, California  
Project Office: Laguna Hills, California

On January 14, 2025, the evaluation committee conducted interviews with the two short-listed firms. The interviews consisted of a presentation by each firm to demonstrate the firms' understanding of OCTA's requirements. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. Questions were related to addressing staffing availability, clarification of organization chart, as well as specific clarification questions related to each firm's proposal.

Based on the evaluation of the written technical proposals and the information obtained from the interviews, as well as cost and price, the evaluation committee recommends Kleinfelder for consideration of the award. The following is a summary of the proposal evaluation results.

**Qualifications of the Firm**

Both firms demonstrated relevant experience providing public outreach for complex transportation projects during the pre-construction and construction phases, including maintaining and expanding the stakeholder database, planning and conducting multilingual outreach, compiling and providing communications metrics, and planning and executing small- and large-scale special events.

Kleinfelder was founded in 1986 and has 96 employees. The firm is headquartered in the City of San Diego and has an office in the City of Laguna Hills. The firm demonstrated extensive public outreach experience working on projects such as OCTA's I-405 Improvement Project and Active Transportation Outreach and Engagement Support Project, the Riverside County Transportation Commission's Interstate 15 Express Lanes Project, the San Bernardino County Transportation Authority's (SBCTA) I-5/Baseline Interchange Improvement Project, Orange County Public Works projects, as well as the City of Escondido's Citracado Parkway Extension Project. Kleinfelder proposed various subcontractors for community liaison, account coordinator,

and strategic advisor support. The firm received positive feedback from its references.

CPOG was founded in 2013 and is based in the City of Huntington Beach. The firm has 16 employees and has provided public outreach services on various projects with SBCTA, such as the State Route 210 Lane Addition/Base Line Interchange Project, the Interstate 10/Cedar Avenue Interchange Project, the Redlands Passenger Rail Project, and State Route 60/Archibald Avenue Interchange Project. CPOG is also currently providing public outreach services to OCTA on the SR-55 Improvement Project between I-405 and I-5. The firm proposed multiple subcontractors for videography, photography, social media support, translation, and community outreach support. CPOG received positive feedback from its references.

#### **Staffing and Project Organization**

Kleinfelder proposed a project team with extensive experience. The proposed project manager has 20 years of experience in community outreach and public relations and led outreach efforts on major projects such as the I-405 Improvement Project and the City of Escondido's Citracado Parkway Extension Project. The firm proposed a lead community liaison with 12 years of experience and an assistant community liaison with 16 years of experience. The proposed lead community liaison hosted the nine-part video series "Inside the 405" for the I-405 Improvement Project. The proposed lead community liaison's experience includes OCTA's I-405 Improvement Project and Active Transportation Outreach and Engagement Support Project. Additionally, the proposed project manager spearheaded development of the I-405 Improvement Project's ArcGIS Online Interactive Map. The firm proposed a team that consists of several senior-level staff with comprehensive freeway construction experience. The firm has a deep bench of staff to utilize as needed. Additionally, the team is cross-trained to ensure continuity and flexibility in outreach efforts should unexpected circumstances arise requiring additional support. The firm provided detailed responses during the interviews and elaborated on staff's experience, specifically highlighting that several key personnel are bilingual. As an added enhancement, the firm proposed having a strategist with construction management expertise available as needed, setting them apart by offering specialized guidance on critical issues.

CPOG proposed an experienced and knowledgeable project team. The proposed project manager is the founder of CPOG and has 32 years of public outreach experience, including managing outreach programs for several transportation projects throughout Southern California such as OCTA's SR-55 Improvement Project and SBCTA's I-10 Express Lanes Project. The

individual proposed to serve as lead community liaison has over 17 years of construction outreach experience and has worked on multiple interchange projects throughout San Bernardino County. The assistant community liaison has eight years of experience. Most of the project team are proposed with high availability and consist of senior and junior-level staff with experience engaging key stakeholders on various transportation and freeway projects. CPOG acknowledged that they are currently supporting three freeway improvement projects for OCTA, all of which are either starting or ongoing and will overlap with this Project's construction. Given that several team members, including key personnel, are working across multiple projects, there is concern that this could impact their ability to fully support this effort. During the interview, the project team's presentation demonstrated an understanding and familiarity with the Project corridor and stakeholders, which included key elements of the Project and specific examples of engaging impacted audiences. The team members demonstrated cohesiveness and provided detailed responses to the evaluation committee's questions, which emphasized their experience and individual strengths.

#### **Work Plan**

Kleinfelder presented a comprehensive work plan that addressed all the elements of the scope of work. The firm demonstrated its understanding of construction and the importance of providing timely and accurate information. Kleinfelder elaborated on the importance of utilizing social media technologies to educate the public and increase confidence in the Project, maintaining consistent messaging, content and responsiveness, and embracing emerging communication trends. The firm also highlighted the value of going beyond translation services to engage hard-to-reach audiences and the importance of leveraging faith-based organizations and Chambers of Commerce to establish proactive and positive relationships with community groups. The firm provided examples showcasing a strategic approach to community and active transportation outreach. The firm proposed a comprehensive campaign featuring print and digital content in multiple languages aligned with Orange County's demographics. Additionally, Kleinfelder proposed using the State and County demographic data tool from the California Environmental Protection Agency to assess outreach efforts with underserved communities. To further enhance engagement, the firm proposed collaborating with local community-based organizations, such as Santa Ana Active Streets, to participate in transportation-centered events, ensuring direct access to populations that would benefit from the information but are often underserved. To further support outreach efforts, the firm highlighted its unique partnership with Waze, which allows them direct access to reporting project closures to the Waze data feed, Apple maps, Google maps, and local navigation app editors,

helping drivers to navigate around traffic in real-time. The firm showcased its use of innovative multimedia communications tools such as ArcGIS story maps to share Project progress. Kleinfelder also provided examples of potential issues and proposed solutions, such as managing and coordinating multiple construction activities simultaneously, maintaining consistent and reliable response times, addressing last-minute schedule changes, and preparing for and responding to emergencies. During the interview, Kleinfelder's project team members provided real-world examples in their responses to the evaluation committee's questions to demonstrate their experience, understanding of the Project, and ability to implement a successful outreach program.

CPOG's work plan reflects a deep understanding of the Project. The firm provided clear and detailed plans for stakeholder ascertainment, constituent database development, and project communications, and identified specific facts about the Project corridor, such as extensive/ongoing construction fatigue, maintaining school access, and mutual aid between jurisdictions. CPOG prepared an initial stakeholder list showcasing its Project corridor knowledge to properly customize community outreach plans for each unique interest of specific stakeholders. CPOG demonstrated attention to detail and an understanding of the importance of consistency in branding, translations, and language. CPOG identified specific potential communications campaigns for closures, detours, and other construction impacts. CPOG discussed their experience with video simulations, sharing agency-approved real-time closure and detour information on the Waze app and Apple maps, helplines, text messaging, and social media including recommended social media platforms. Additionally, CPOG illustrated its experience with implementing geofencing ads, business support programs, media and government relations support, and special event planning. CPOG elaborated on special issues and mitigations, especially active transportation groups and the array of multicultural groups. In addition, during the interview, the project team members provided relevant examples in their responses to the evaluation committee's questions to demonstrate their experience, understanding of the Project, and ability to implement a successful outreach program.

#### **Cost and Price**

Pricing scores were based on a formula that assigned the higher score to the firm with the lower weighted average hourly rate and scored the other proposal's weighted average hourly rate based on its relation to the lower weighted average hourly rate. Kleinfelder proposed the lower weighted average hourly rate. Therefore, Kleinfelder's proposed hourly rates are deemed fair and reasonable.

### **Procurement Summary**

Based on the evaluation of written proposals, the firms' qualifications, the information obtained from the interviews, as well as cost and price, the evaluation committee recommends the selection of Kleinfelder as the top-ranked firm to provide public outreach consulting services for the I-5 Improvement Project from I-405 to SR-55. Kleinfelder delivered a thorough and comprehensive proposal and a highly responsive interview addressing all the requirements of the RFP.

### **Fiscal Impact**

The Project was approved in OCTA's Fiscal Year 2024-25 Budget, People and Community Engagement Division, account nos. 0017-7519-FB102-16H and 0017-7519-FB103-TKH.

### **Summary**

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2488 between the Orange County Transportation Authority and Kleinfelder Construction Services, Inc., in the amount of \$1,199,260, for a six-year initial term with an option term of up to 24 months, to provide public outreach consultant services for the Interstate 5 Improvement Project from Interstate 405 to State Route 55.



***Attachments***

- A. Review of Proposals RFP 4-2488 Public Outreach for the Interstate 5 Improvement Project from Interstate 405 to State Route 55
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms) RFP 4-2488 Public Outreach for the Interstate 5 Improvement Project from Interstate 405 to State Route 55
- C. Contract History for the Past Two Years RFP 4-2488 Public Outreach for the Interstate 5 Improvement Project from Interstate 405 to State Route 55

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**Review of Proposals**  
**RFP 4-2488 Public Outreach for the Interstate 5 Improvement Project from Interstate 405 to State Route 55**

Presented to Legislative and Communications Committee - March 20, 2025

**4 firms proposed, 2 firms were interviewed, 1 firm is being recommended**

**ATTACHMENT A**

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Weighted Average Hourly Rate
1	93	Kleinfelder Construction Services, Inc.	AJ Design Connect & Company The Greenway Group McCormick-Busse, Inc. dba MBI Media Southwest Strategies SYRUSA Engineering Yen Tu Consulting	Higher-ranked firm. Experience providing public outreach for complex construction projects. Proposed project team consists of many individuals currently working on the current Interstate 405 public outreach program. Proposed project manager has 20 years of experience and has been with the firm for ten years. Proposed two community liaisons with relevant experience and knowledge of the project corridor. Proposed lead community liaison has 12 years of experience. Proposed project team is cross-trained and multi-disciplined. Detailed approach for developing and implementing the public outreach program. Demonstrated an understanding of the Project corridor and key stakeholders. Demonstrated an understanding of the level of effort required for the project. Presented approach and provided detailed responses to questions. Received positive responses from references. Proposed lower hourly rates.	\$145.00
2	89	Costin Public Outreach Group, Inc. Huntington Beach, California	AJ Design Intertwined Inc. dba Become Intertwined Lazar Translating & Interpreting Minute Man Orange Courier Outfront SCNG The Walking Man	Experience providing public outreach for complex construction projects. Currently providing public outreach services for State Route 55 Improvement Project. Proposed project team has extensive, relevant experience. Proposed project manager has 32 years of experience. Proposed two community liaisons with relevant experience and knowledge of the project corridor. Proposed lead community liaison has over 17 years of experience. Detailed approach for developing and implementing public outreach program. Demonstrated an understanding of the Project corridor and key stakeholders. Discussed specific activities related to the Project, such as right of way, temporary construction easements, and utility relocation. Presented approach and answered questions during the interview. Received positive responses from references. Proposed higher hourly rates.	\$161.00

**Evaluation Panel:**

Internal:  
Contracts Administration and Materials Management (1)  
Public Outreach (2)  
Capital Programs (1)  
External:  
California Department of Transportation (1)

**Proposal Criteria**

Qualifications of the Firm  
Staffing and Project Organization  
Work Plan  
Cost and Price

**Weight Factors**

20%  
25%  
30%  
25%

**Proposal Evaluation Criteria Matrix (Short-Listed Firms)  
RFP 4-2488 Public Outreach for the Interstate 5 Improvement Project from  
Interstate 405 to State Route 55**

<b>Kleinfelder Construction Services, Inc.</b>						<b>Weights</b>	<b>Overall Score</b>
<b>Eval. Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>		
Qualifications of Firm	4.5	4.5	4.5	4.5	4.5	4	18.0
Staffing/Proj. Organization	4.5	4.5	4.5	4.5	4.5	5	22.5
Work Plan	4.5	4.5	4.5	4.5	4.5	6	27.0
Cost and Price	5.0	5.0	5.0	5.0	5.0	5	25.0
<b>Overall Score</b>	<b>92.5</b>	<b>92.5</b>	<b>92.5</b>	<b>92.5</b>	<b>92.5</b>		<b>93</b>
<b>Costin Public Outreach Group, Inc.</b>						<b>Weights</b>	<b>Overall Score</b>
<b>Eval. Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>		
Qualifications of Firm	4.5	4.5	4.0	4.5	4.5	4	17.6
Staffing/Proj. Organization	4.5	4.5	4.0	4.5	4.0	5	21.5
Work Plan	4.5	4.5	4.5	4.5	4.5	6	27.0
Cost and Price	4.5	4.5	4.5	4.5	4.5	5	22.5
<b>Overall Score</b>	<b>90.0</b>	<b>90.0</b>	<b>85.5</b>	<b>90.0</b>	<b>87.5</b>		<b>89</b>

Range of scores for non-short-listed firms was 15 to 48.

CONTRACT HISTORY FOR THE PAST TWO YEARS

## RFP 4-2488 Public Outreach for the Interstate 5 Improvement Project from Interstate 405 to State Route 55

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Costin Public Outreach Group, Inc.	C-0-2104	Public Outreach for State Route 55 Improvement Project	June 2, 2021	May 31, 2026		\$ 1,684,990
Contract Type: Time and Expense						
Subconsultants:						
<i>Aj Design</i>						
<i>Become Intertwined</i>						
<i>Franklin Hill Group</i>						
<i>Lazar Translating &amp; Interpreting</i>						
<i>The Sierra Group</i>						
Costin Public Outreach Group, Inc.	C-2-2796	Public Outreach for State Route 91 Improvement Project	May 1, 2023	April 30, 2029		\$ 1,842,755
Contract Type: Time and Expense						
Subconsultants:						
<i>Aj Design</i>						
<i>Become Intertwined</i>						
<i>Hill International, Inc.</i>						
<i>Lazar Translating &amp; Interpreting</i>						
<i>The Sierra Group</i>						
Costin Public Outreach Group, Inc.	C-2-3025	Public Outreach for the Interstate-605/Katella Avenue Interchange Project	September 18, 2023	July 31, 2026		\$ 399,887
Contract Type: Time and Expense						
Subconsultants:						
<i>Aj Design</i>						
<i>Become Intertwined</i>						
<i>Lazar Translating &amp; Interpreting</i>						
<i>The Sierra Group</i>						
Costin Public Outreach Group, Inc.	C-4-2203	Marketing Outreach Support Services	October 31, 2024	October 31, 2026		\$ 120,000
Contract Type: Time and Expense						
Subconsultants:						
<i>None</i>						
<b>Total</b>						<b>\$ 4,047,632</b>
Kleinfelder Construction Services, Inc.	C-1-3369	Health Safety and Environmental Compliance Support Services	December 22, 2021	June 30, 2024		\$ 126,000
Contract Type: Time and Expense						
Subconsultants:						
<i>Aerovironment Environment Serv</i>						
<i>Aurora Industrial Hygiene</i>						
<i>Esci Enviroservices, Inc.</i>						
<i>Global Asr Consulting Inc</i>						
Kleinfelder Construction Services, Inc.	C-3-3020	Active Transportation Outreach and Engagement Support	May 28, 2024	December 31, 2025		\$ 399,058
Contract Type: Firm-Fixed						
Subconsultants:						
<i>None</i>						

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 4-2488 Public Outreach for the Interstate 5 Improvement Project from Interstate 405 to State Route 55

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Kleinfelder Construction Services, Inc.	C-9-1571	Public Outreach for Interstate 405 Improvement Project	June 30, 2020	June 30, 2025		\$ 4,126,544
Contract Type: Time and Expense						
Subconsultants:						
<i>Aj Design</i>						
<i>Arrowgtp</i>						
<i>Hill International, Inc.</i>						
<i>Kennedy Communications</i>						
<i>Lazar Translating &amp; Interpreting</i>						
<i>Mbi Media</i>						
<i>Rds Printing &amp; Graphics</i>						
Total						\$ 4,651,602