



Orange County Transportation Authority

Legislative and Communications Committee Agenda

Thursday, April 17, 2025 at 9:00 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

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

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

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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

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 Nguyen

Closed Session

There are no Closed Session items scheduled.

Special Calendar

1. Conference Call with State Legislative Advocate Moira Topp

Moira Topp/Kristin Jacinto

Overview

An update of legislative items in Sacramento will be provided.

Consent Calendar (Item 2)

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

2. Approval of Minutes

Recommendation(s)

Approve the minutes of the March 20, 2025 Legislative and Communications Committee meeting.

Attachments:

[Minutes](#)

Regular Calendar

3. State Transit Transportation Task Force Update

Dulce Mejicanos/Kristin Jacinto

Overview

A summary is provided of the State's Transit Transformation Task Force's recent work and policy recommendations being discussed on the future of transit. These recommendations address key issues such as transit service improvements, funding, fare coordination, workforce development, and infrastructure investments. The State Transit Transformation Task Force will submit a final report to the Legislature by October 31, 2025.

Recommendation(s)

Receive and file as an information item.

LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

Attachments:

[Staff Report](#)

[Attachment A](#)

4. 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 recommends a support position on legislation related to interoperability with out-of-state electronic toll collection systems. Staff recommends an oppose position on legislation that imposes new mandates on transit district board compensation and governance structure.

Recommendation(s)

- A. Adopt a SUPPORT position on AB 334 (Petrie-Norris, D-Irvine), which would facilitate interoperability with out-of-state electronic toll collection systems.
- B. Adopt an OPPOSE position on AB 1070 (Ward, D-San Diego), which would impose new mandates on transit district board compensation and governance structures.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

5. Federal Legislative Status Report

Alexis Carter/Kristin Jacinto

Overview

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This report includes an update on Environmental Protection Agency actions related to the endangerment finding for greenhouse gas emissions and waivers granted to California to enforce air quality regulations, a summary on the confirmation of the Administrator of the Federal Transit Administration and a summary of the Secretary of Transportation Sean Duffy's participation in a Senate Environment and Public Works Committee hearing on transportation reauthorization.

Recommendation(s)

Receive and file as an information item.

LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

Attachments:

[Staff Report](#)

[Attachment A](#)

Discussion Items

6. Public Comments

7. Chief Executive Officer's Report

8. Committee Members' Reports

9. Adjournment

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

9:00 a.m. on Thursday, May 15, 2025

OCTA Headquarters

Board Room

550 South Main Street

Orange, California



Committee Members Present

Donald P. Wagner, Chair
Katrina Foley, Vice Chair
Janet Nguyen
Mark Tettemer

Committee Members Absent

Michael Hennessey
Fred Jung

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
Andrea West, Clerk of the Board
James Donich, General Counsel
OCTA Staff

Call to Order

The March 20, 2025 regular meeting of the Legislative and Communications Committee was called to order by Committee Chair Wagner at 9:03 a.m.

Special Calendar

1. Washington D.C. Advocate Presentation

Committee Chair Wagner provided opening comments and introduced Rick Alcalde, Lead Federal Legislative Advocate, and Dan Feliz, Principal Legislative Advocate from Potomac Partners DC, who provided a report on this item.

No action was taken on this item.

2. 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.

3. Committee Meeting 2025 Schedule

Darrell E. Johnson, Chief Executive Officer (CEO), presented this item.

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

4. Roles and Responsibilities of the Legislative and Communications Committee

Darrell E. Johnson, CEO, presented this item and highlighted the revisions.



A motion was made by Committee Vice Chair Foley, seconded by Director Tettemer, and declared passed by those present to approve the 2025 Legislative and Communications Committee Roles and Responsibilities.

Consent Calendar (Item 5)

5. Approval of Minutes

A motion was made by Director Tettemer, seconded by Committee Vice Chair Foley, and declared passed by those present to approve the minutes of the November 21, 2024, Legislative and Communications Committee Meeting.

Regular Calendar

6. State Legislative Status Report

Kristin Jacinto, Executive Director of Government Relations, introduced Alexis Carter, Senior Government Relations Representative, who provided a report on this item.

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

- 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.

7. Federal Legislative Status Report

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

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

Nicci Wright, Principal Community Relations Representative of Public Outreach, provided a report on this item.

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



- 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 Items

9. Public Comments

There were no public comments.

10. Chief Executive Officer's Report

Mr. Johnson, CEO, reported on National Transit Employee Appreciation Day on March 18.

11. Committee Members' Reports

Committee Vice Chair Foley acknowledged Kia Mortazavi, Executive Director of Planning, for his 40 years of service with the Orange County Transportation Authority.

12. Adjournment

The meeting adjourned at 10:16 a.m.

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

ATTEST

Sahara Meisenheimer
Clerk of the Board Specialist



April 17, 2025

To: Legislative and Communications Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: State Transit Transformation Task Force Update

Overview

A summary is provided of the State's Transit Transformation Task Force's recent work and policy recommendations being discussed on the future of transit. These recommendations address key issues such as transit service improvements, funding, fare coordination, workforce development, and infrastructure investments. The State Transit Transformation Task Force will submit a final report to the Legislature by October 31, 2025.

Recommendation

Receive and file as an information item.

Discussion

The Legislature passed SB 125 (Chapter 54, Statutes of 2023) as part of the fiscal year 2023-24 state budget, in tandem with a multi-year funding commitment of \$5.1 billion statewide for transit purposes, to help resolve fiscal challenges some transit agencies were facing, and capital funding needs. This included \$4 billion through the Transit and Intercity Rail Program on a population-based formula to regional transportation planning agencies (RTPA) to support transit operations and capital improvements, and \$1.1 billion for the Zero-Emission Transit Capital Program, to be allocated to RTPAs to fund zero-emission transit equipment and operations. Over a five-year period (FY 23-24 to FY 27-28), the SB 125 Transit Program will provide \$380.916 million to the Orange County Transportation Authority (OCTA). On August 12, 2024, the OCTA Board of Directors approved the SB 125 Transit Program funds for high-priority transit projects aimed at stabilizing rail and bus operations, constructing critical rail infrastructure, and deploying ZEB and clean energy throughout Orange County.

In tandem with the significant transit funding committed through the state budget, SB 125 required the California State Transportation Agency (CalSTA) to establish a Transit Transformation Task Force (Task Force) to develop policy recommendations aimed at specific policy areas including growing transit ridership, improving the transit experience, and addressing long-term operational needs. The legislation required CalSTA to include certain representatives on the Task Force, including transit operators representing both small and large operators in urban and rural jurisdictions, the California Department of Transportation, local governments, metropolitan planning organizations, regional transportation planning organizations, transportation advocacy organizations with expertise in public transit, labor organizations, academic institutions, the Senate Committee on Transportation, and the Assembly Committee on Transportation.

On December 8, 2023, CalSTA announced the 25-member Task Force, which includes representatives from the California Transit Association (CTA), Southern California Association of Governments, the Los Angeles County Metropolitan Transportation Authority, MoveLA, and more. While OCTA was not selected as a formal member of the Task Force, it was invited to participate in the Technical Working Group to help inform discussions at the Task Force.

The Task Force has taken key steps toward advancing the requirements of SB 125. Since the Task Force was first formed, they have held a total of nine meetings in different areas of the State, with each meeting focusing on a policy area or areas required by SB 125. More recently, the Task Force has begun to refine and discuss several policy recommendations, including streamlined permitting for transit projects, increased funding flexibility, and enhanced state support for local planning and engineering for eventual inclusion in a final report to the Legislature. The Task Force has also developed recommendations on existing regulatory and statutory requirements including implementation of the California Air Resources Board's Innovative Clean Transit regulation and is beginning to look at potential Transportation Development Act (TDA) reform efforts, including recommendations to overhaul the use of farebox recovery as a requirement to obtain funding. The policy recommendations that have received some consensus by the Task Force are detailed in Attachment A.

OCTA, through its participation in the CTA, is working collaboratively with other transit agencies to help shape the Task Force's recommendations. As the process moves forward, OCTA and CTA will have the opportunity to review and provide feedback on the draft report before the recommendations are finalized, ensuring that the perspectives of transit operators, both large and mid-sized, are reflected in the final product.

CalSTA, in consultation with the Task Force, is required to prepare and submit a report of findings and policy recommendations based on their efforts to the appropriate policy and fiscal committees of the Legislature on or before October 31, 2025. The Task Force currently has at least two additional meetings

scheduled this year, where it is expected that conversations will continue about TDA reform and future funding for transit. Staff will provide additional updates as the final report nears completion. It is expected that after it is published, the Legislature will be using the recommendations to inform legislation next year.

Summary

An overview is provided of work conducted by the State Transit Transformation Task Force thus far to inform recommendations on the future of transit.

Attachment

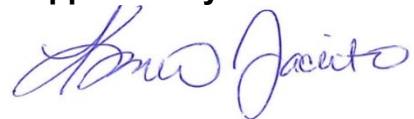
A. State Transit Transformation Task Force Recommendations

Prepared by:



Dulce Mexicanos
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Approved by:



Kristin Jacinto
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State Transit Transformation Task Force Recommendations**Transit Infrastructure**

- Statewide Transit Signal Priority (TSP) procurement and preemption
- Update the California Manual on Uniform Traffic Control Devices to prioritize transit operations
- Implementation of bus-only lanes and transit-priority features on state highways
- Extended California Environmental Quality Act exemptions for bus lane conversions and TSP projects
- Streamlined state and local permitting for priority transit corridors
- Fund planning and engineering resources at the state level to assist local transit agencies
- Increase flexibility in state funding programs to accelerate transit infrastructure investments

Safety and Security

- Install protective doors for bus operators and improved lighting, signage, and station safety features
- Expand surveillance systems and emergency communication equipment
- Increased presence of safety ambassadors, crisis intervention teams, and coordination with local law enforcement
- Partner with health and human services agencies to support people experiencing homelessness on and around transit
- Develop statewide safety and security standards and explored regional enforcement of prohibition orders
- Provide dedicated funding for de-escalation training and station safety improvements

Workforce Development

- Expand partnerships with K–12 school systems, community colleges, trade schools, and reentry programs
 - Create regional job boards and shared vehicle simulator pools to support hiring and training
 - Standardize transit credentials, curricula, and onboarding materials across agencies
 - Support mentorship, apprenticeship, and career pathway programs within transit agencies
 - Review hiring barriers such as age restrictions, marijuana-related drug testing, and Department of Motor Vehicles certification requirements
 - Connect training programs to future-focused skills like electric vehicle and autonomous vehicle maintenance
-

State Transit Transformation Task Force Recommendations

Land Use & Transit-Oriented Development

- Create a statewide strategy for transit-supportive land use with equity-focused Transit-Oriented Development (TOD) goals
- Authorize transit agencies to review city Transportation Demand Management plans and encourage Housing and Community Development to include TOD policies in pro-housing designations
- Leverage California Department of Transportation (Caltrans)-owned and other state-owned properties for housing near transit
- Promote joint development, on-street parking pricing, unbundled parking requirements, and sale of air rights at transit stations
- Establish incentives and financing tools through the California Housing Finance Agency, pension funds, and federal programs
- Form a dedicated state team to support local TOD implementation and improve coordination among state agencies

Fleet, Zero-Emission Buses & Asset Management

- Standardize specifications and statewide procurement for zero-emission buses and paratransit vehicles
- Facilitate joint purchasing programs to lower costs for buses, parts, onboard technology, and clean energy infrastructure
- Provide access to centralized software for predictive maintenance and asset lifecycle management
- Support creation of shared maintenance facilities and statewide apprenticeship programs for vehicle maintenance
- Call for a review of the California Air Resources Board's Innovative Clean Transit regulations to assess cost, feasibility, and service impact
- Offer opt-in technical assistance for agencies on fleet transition planning and asset management

First-Last Mile Access to Transit

- Streamline permitting and approvals for active transportation projects near transit hubs and stations
- Assess and map sidewalks, mobility lanes, and transit hub conditions to identify accessibility needs
- Create a statewide registry of bus stops, each with a unique identifier and amenity inventory
- Increase and stabilize state funding for active transportation and first- and last-mile connections to transit
- Coordinate first- and last-mile planning across Caltrans, metropolitan planning organizations, community-based organizations, cities, and transit agencies

State Transit Transformation Task Force Recommendations

- Establish statewide purchasing agreements for bikeshare and micro-mobility infrastructure, including participants in electric bike incentive programs
- Encourage integration of first- and last-mile services with transit trip planning, payments, and real-time information



April 17, 2025

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

Overview

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its overall programs, projects, and operations. Staff recommends a support position on legislation related to interoperability with out-of-state electronic toll collection systems. Staff recommends an oppose position on legislation that imposes new mandates on transit district board compensation and governance structure.

Recommendations

- A. Adopt a SUPPORT position on AB 334 (Petrie-Norris, D-Irvine), which would facilitate interoperability with out-of-state electronic toll collection systems.
- B. Adopt an OPPOSE position on AB 1070 (Ward, D-San Diego), which would impose new mandates on transit district board compensation and governance structures.

Discussion

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

AB 334 helps advance interstate interoperability by clarifying that California toll facility operators may share only the necessary vehicle usage data with out-of-state toll systems and must continue to comply with federal and state privacy laws.

The Orange County Transportation Authority (OCTA) operates the 91 and 405 Express Lanes using electronic toll collection systems. Currently those facilities are interoperable with toll facilities across the State, allowing drivers to

seamlessly travel across the State while maintaining an account with only one toll agency. AB 334 strengthens the framework for interoperability, making it easier for drivers to use toll facilities in other states without needing multiple transponders or accounts – enhancing convenience for Orange County commuters.

Since the 1990s, California has prioritized interoperability among tolling systems, leading to the creation of FasTrak and coordinated efforts through the California Toll Operators Committee. However, interoperability has not yet been established with facilities outside of the State. OCTA has worked with other agencies to improve multistate cooperation, though technological, regulatory, and privacy differences remain significant hurdles. AB 334 would address the privacy limitations, more clearly authorizing toll agencies to share necessary information for interoperability purposes with out-of-state agencies. Mechanics of how interoperability would be achieved with the other states, if AB 334 passes, would still have to be worked out among the toll agencies. While a western toll hub has been discussed, no agreement has been reached, and current out-of-state violations – mainly from states without toll systems – limit the cost-effectiveness of such a hub.

Because most out-of-state drivers using OCTA's toll facilities come from states without a toll facility, the immediate revenue impact on OCTA may be small. However, improved interoperability could increase express lane usage by out-of-state drivers and enhance accessibility for regional travelers. This legislation is sponsored by the Transportation Corridor Agencies. A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principles to "support efforts to improve the interoperability of the different toll systems across the State in order to ensure fair and efficient toll operations while affirming user privacy protections." A thorough analysis and copy of the text of this legislation is included as Attachment A.

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

AB 1070 proposes modifications to the governance and operational standards of transit district boards throughout California. This includes changes to board member compensation requirements: members would only be eligible to receive compensation if they demonstrate personal use of the transit system they oversee, defined as either at least one hour or four trips per month.

Significantly, the bill introduces new membership requirements for all transit district boards. Specifically, it mandates the addition of two nonvoting members and four alternate nonvoting members to each board. These positions must be filled by individuals who are regular users of the transit service and by representatives from labor organizations that represent a plurality of the district's represented employees.

The bill also outlines appointment procedures and rights for nonvoting members. Nonvoting members would be granted the right to receive board materials, participate in public meetings, and place items on board agendas, but they would be excluded from closed sessions involving labor negotiations, personnel matters, or attorney-client privileged legal discussions.

These requirements would apply universally to all transit districts across the State, regardless of their existing governance structures, statutory formation, or local needs, thereby imposing a standardized model of board composition and eligibility criteria statewide.

The Board is uniquely structured to reflect the consolidation of multiple transportation agencies within the County. This consolidation was carefully designed to streamline operations, reduce administrative duplication, and unify strategic planning for the region's transportation systems. If enacted, AB 1070 could override the legal framework that currently defines this structure, forcing a new model onto the agency that is inconsistent with how OCTA was originally formed and has functioned for decades. This change could trigger a major governance conflict by effectively severing the Orange County Transit District (OCTD) from OCTA, resulting in two separate boards – one newly required by the bill to govern OCTD and another continuing to oversee OCTA and its other consolidated functions. Such a split would unravel the efficiencies achieved through decades of regional consolidation and coordination, leading to confusion, duplication of efforts, and potentially conflicting policies.

The mandate to add nonvoting members from rider and labor groups, while intended to boost representation, overlaps with engagement practices already in place at OCTA. The agency conducts extensive public outreach, holds open board meetings, and maintains ongoing communication with employee organizations through formal labor processes. Additionally, the current Board already includes two members of the public, selected through a robust process designed to bring unique, non-elected perspectives to the table.

Moreover, the required monthly transit usage by board members disregards the reality of Orange County's geography and transit coverage. While incentives for transit district board members to regularly use and experience the systems they govern are well intentioned, it is impractical to assume that all of them have convenient access to transit. Imposing this condition on compensation risks excluding qualified individuals who bring vital expertise and leadership but may not be daily transit riders due to logistical, personal, or professional constraints. These roles are already demanding, and adding such a narrowly defined usage requirement could dissuade participation.

An analysis and copy of the text of this legislation is included as Attachment B. This legislation is opposed by the California Transit Association and the Los Angeles County Metropolitan Transportation Authority. An OPPOSE position

is consistent with OCTA's 2025-26 State Legislative Platform principles to "Monitor proposed changes related to the Ralph M. Brown Act, and other statutes governing public meetings, including the expanded use of technology."

Summary

A support position is recommended on legislation related to interoperability with out-of-state electronic toll collection systems. An oppose position is recommended on legislation related to transit district board compensation and governance structure.

Attachments

- A. AB 334 (Petrie-Norris, D-Irvine) Bill Analysis with Bill Language
- B. AB 1070 (Ward, D-San Diego) Bill Analysis with Bill Language
- C. Orange County Transportation Authority Legislative Matrix

Prepared by:

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Approved by:

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BILL: AB 334 (Petrie-Norris, D-Irvine)
Introduced January 28, 2025

SUBJECT: AB 334 would facilitate interoperability with out-of-state electronic toll collection systems while ensuring compliance with state and federal privacy protection laws.

STATUS: Pending in Assembly Committee on Privacy and Consumer Protection
Passed Assembly Committee on Transportation 16-0

SUMMARY AS OF APRIL 3, 2025:

AB 334 will facilitate the ability for electronic toll collection systems in California to share the necessary information with out-of-state toll systems to allow for interstate interoperability. It clarifies that toll facility operators participating in interstate interoperability programs may only share vehicle usage data that is intended to implement interstate operability and must otherwise remain fully compliant with federal and state privacy protection laws.

EFFECTS ON ORANGE COUNTY:

The Orange County Transportation Authority (OCTA) operates the 91 Express Lanes and the 405 Express Lanes, utilizing automatic vehicle identification systems to manage toll collection efficiently. AB 334 strengthens the framework for interstate interoperability, which could improve customer convenience by ensuring that users can travel across different toll facilities outside of California without needing multiple transponders or accounts. This is particularly beneficial for Orange County commuters who use toll roads and express lanes in those states that have tolling systems.

In the early 1990s, the State required the California Department of Transportation (Caltrans), in cooperation with existing and proposed toll facility operators, to develop and adopt functional specifications and standards for an automatic vehicle identification system. These systems were to ensure seamless toll collection, allow a single device to be used across all toll facilities, and promote competition among vendors – or in other words, achieve interoperability between toll systems. This led to the adoption of FasTrak within the State, and more recently the use of the 6c protocol. Much of this work has been done through the establishment of the California Toll Operators Committee, a group that includes all toll operators in the State and Caltrans to coordinate on technical and operating issues related to tolling.

OCTA, along with other California toll agencies, has actively worked toward greater interstate interoperability in tolling operations over the years. Most other regions in the country are working towards interstate interoperability through the establishment of hubs in their respective regions. While California toll agencies have collaborated with states like Washington and Utah to enhance interoperability, the process remains complex due to differing regulations, privacy concerns, and technological barriers between states. The concept of a western toll hub has been discussed as a potential solution for improving toll enforcement and collections across state lines, but there is currently no agreement in

place. Additionally, for OCTA, the feasibility of such a hub remains uncertain, as the transaction volume from out-of-state violators is not yet sufficient to justify the cost of implementation.

Because there is no existing western toll hub, any future decision regarding its creation will require collective agreement among all California toll agencies. Even if such a hub were established, its ability to address out-of-state violations would be limited. The highest number of out-of-state violations on California toll roads come from Nevada and Arizona, states that lack tolling infrastructure. AB 334 would not provide a solution for collecting tolls from these drivers.

If nationwide interoperability were achieved, its impact on OCTA's toll revenue would likely be modest, as relatively few out-of-state drivers use the toll systems in California. However, interoperability could encourage more out-of-state drivers to utilize OCTA's express lanes, increasing accessibility for visitors traveling through the region. It is also important to emphasize that interoperability efforts do not pose a risk to personally identifiable information, as existing safeguards and state law ensure that privacy protections remain intact. OCTA and other California toll agencies have successfully maintained secure tolling operations for years, demonstrating commitment to both efficiency and data security.

While AB 334 alone is unlikely to result in a major shift in tolling operations or enforcement, it represents a step in the right direction towards improving interoperability and laying the groundwork for future cooperation between states. By enhancing interoperability and maintaining stringent privacy safeguards, AB 334 supports a more integrated and efficient tolling network across California and beyond. This legislation is sponsored by the Transportation Corridor Agencies. A SUPPORT position is consistent with OCTA's 2025-26 State Legislative Platform principles to "support efforts to improve the interoperability of the different toll systems across the State in order to ensure fair and efficient toll operations while affirming user privacy protections."

OCTA POSITION:

Staff recommends: SUPPORT

ASSEMBLY BILL

No. 334

Introduced by Assembly Member Petrie-Norris

January 28, 2025

An act to amend Section 27565 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 334, as introduced, Petrie-Norris. Operators of toll facilities: interoperability programs: vehicle information.

Existing 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. Existing 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.

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

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

SECTION 1. Section 27565 of the Streets and Highways Code is amended to read:

27565. (a) The department, in cooperation with the district and all known entities planning to implement a toll facility in this state, shall develop and adopt functional specifications and standards for an automatic vehicle identification system, in compliance with all of the following objectives:

(1) In order to be detected, ~~the a~~ driver shall not be required to reduce speed below the applicable speed for the type of facility being used.

(2) ~~The A~~ vehicle owner shall not be required to purchase or install more than one device to use on all toll facilities, but may be required to have a separate account or financial arrangement for the use of these facilities.

(3) ~~The A~~ facility ~~operators~~ operator shall have the ability to select from different manufacturers and vendors. The specifications and standards shall encourage multiple bidders, and shall not have the effect of limiting ~~the a~~ facility ~~operators~~ operator to choosing a system that is able to be supplied by only one manufacturer or vendor.

(b) Except as provided in subdivision (c), ~~any an~~ automatic vehicle identification system purchased or installed after January 1, 1991, shall comply with the specifications and standards adopted pursuant to subdivision (a).

(c) Subdivision (b) does not apply to an interim automatic vehicle identification system for which a contract is entered into between an entity planning to implement a toll facility and the supplier of the interim system ~~prior to~~ before January 1, 1994, if both of the following requirements are met:

(1) The department has made a written determination that the installation and operation of the interim system will expedite the completion of the toll facility and its opening to public use.

(2) The entity planning to implement the toll facility has entered into an agreement with the department to install, within five years after any portion of the toll facility is opened for public use, an automatic vehicle identification system meeting the specifications and standards adopted pursuant to subdivision (a).

1 (d) The automated vehicle identification system developed by
2 the department pursuant to subdivision (a) shall be capable of
3 identifying various types of vehicles, including, but not limited to,
4 commercial vehicles.

5 (e) On and after the date specified in the federal Moving Ahead
6 for Progress in the 21st Century Act (*Public Law 112-141*) for
7 implementation of interoperability of electronic toll collection on
8 federal-aid highways, operators of toll facilities on federal-aid
9 highways may fully implement technologies or business practices
10 that provide for the interoperability of electronic toll collection
11 programs consistent with federal law. Operators of toll facilities
12 on federal-aid highways engaged in an *interstate* interoperability
13 program may provide only the following information regarding a
14 vehicle's use of the toll facility; *facility that is intended to*
15 *implement interstate interoperability*, and shall otherwise comply
16 with all federal and state privacy protection laws, including, but
17 not limited to, Section ~~31490~~; 31490.

18 ~~(1) License plate number.~~

19 ~~(2) Transponder identification number.~~

20 ~~(3) Date and time of transaction.~~

21 ~~(4) Identity of the agency operating the toll facility.~~

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BILL: AB 1070 (Ward, D-San Diego)
Introduced February 21, 2025
Amended April 3, 2025

SUBJECT: AB 1070 which would impose new mandates on transit district board compensation and make changes to transit district board governance structures.

STATUS: Pending in the Assembly Local Government Committee and Assembly Transportation Committee

SUMMARY AS OF APRIL 9, 2025:

AB 1070 proposes significant modifications to the governance and operational standards of transit district boards throughout California. This includes changes to board member compensation requirements: members would only be eligible to receive compensation if they demonstrate personal use of the transit system they oversee, defined as either at least one hour or four trips per month.

Significantly, the bill introduces new membership requirements for all transit district boards. Specifically, it mandates the addition of two nonvoting members and four alternate nonvoting members to each board. These positions must be filled by individuals who are regular users of the transit service and by representatives from labor organizations that represent a plurality of the district's represented employees. The bill outlines appointment procedures and timelines and specifies that nonvoting members must be excluded from closed sessions involving labor, personnel, or legal matters, while retaining rights to participate in public meetings and receive board materials. These requirements would apply universally to all transit districts across the State, regardless of their existing governance structures, statutory formation, or local needs, thereby imposing a standardized model of board composition and eligibility criteria statewide.

EFFECTS ON ORANGE COUNTY:

The Orange County Transportation Authority (OCTA) Board of Directors (Board) is uniquely structured to reflect the consolidation of multiple transportation agencies within the county. This consolidation was carefully designed to streamline operations, reduce administrative duplication, and unify strategic planning for the region's transportation systems. If enacted, AB 1070 could override the legal framework that currently defines this structure, forcing a new model onto the agency that is inconsistent with how OCTA was originally formed and has functioned for decades. Because the legislation asserts authority over existing law, it would supersede the provisions that establish OCTA's current board composition and operational integration.

This change could trigger a major governance conflict by effectively severing the Orange County Transit District (OCTD) from OCTA, resulting in two separate boards—one newly required by the bill to govern OCTD and another continuing to oversee OCTA and its other consolidated functions. Such a split would unravel the efficiencies achieved through decades of regional consolidation and coordination, leading to confusion, duplication of efforts, and potentially conflicting policies. It would also create uncertainty

around jurisdiction, budgeting, and planning authority, threatening the effectiveness and stability of transportation services in Orange County.

The mandate to add nonvoting members from rider and labor groups, while intended to boost representation, overlaps with engagement practices already in place at OCTA. The agency conducts extensive public outreach, holds open board meetings, and maintains ongoing communication with employee organizations through formal labor processes. Additionally, the current Board already includes two members of the public, selected through a robust process designed to bring unique, non-elected perspectives to the table. This inclusive approach underscores OCTA's commitment to broad representation, making the bill's proposed additions redundant and misaligned with the agency's established governance model.

Moreover, the required monthly transit usage by Board members disregards the reality of Orange County's geography and transit coverage. While incentives for transit district board members to regularly use and experience the systems they govern are well intentioned, it is impractical to assume that all of them have convenient access to transit. Many Board members may not have practical opportunities to use it regularly. Imposing this condition on compensation risks excluding qualified individuals who bring vital expertise and leadership but may not be daily transit riders due to logistical, personal, or professional constraints. These roles are already demanding, and adding such a narrowly defined usage requirement could dissuade participation.

While AB 1070 aims to enhance accountability and representation, it would introduce structural changes that could disrupt the established governance model that supports OCTA's ability to operate as an integrated and regionally responsive agency. By imposing uniform requirements across all transit districts, the bill may unintentionally create administrative complexities and diminish the effectiveness of coordinated transit planning and leadership in Orange County.

This legislation is opposed by the California Transit Association and the Los Angeles County Metropolitan Transportation Authority. An OPPOSE position is consistent with OCTA's 2025-26 State Legislative Platform principles to "Oppose policies adversely affecting OCTA's ability to efficiently and effectively contract for goods and services, conduct business of the agency, and limit or transfer the risk of liability."

OCTA POSITION:

Staff recommends: OPPOSE

AMENDED IN ASSEMBLY APRIL 3, 2025

CALIFORNIA LEGISLATURE—2025–26 REGULAR SESSION

ASSEMBLY BILL

No. 1070

Introduced by Assembly Member Ward

February 20, 2025

An act to amend Section 99156 of, and to add Section 99156.5 to, the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL’S DIGEST

AB 1070, as amended, Ward. Transit districts: governing boards: compensation: nonvoting members.

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 require nonvoting members and alternate nonvoting members to have certain rights and protections, including the right to attend and participate in all public meetings of the governing board, except as specified.* The bill would ~~authorize~~ *require* the chair of the governing board of a transit district to exclude these nonvoting members from meetings—~~discussing~~ *discussing, among other things*, negotiations with labor organizations. By expanding the duties of transit districts, the bill would impose a state-mandated local program.

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

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

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

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

1 SECTION 1. Section 99156 of the Public Utilities Code is
2 amended to read:

3 99156. (a) Notwithstanding any other law, a transit district
4 may provide compensation to a member of the governing board
5 of the district only for attendance at a meeting of the board or for
6 each day the member is engaged in other district business within
7 or without the district. A member who engages in district business
8 other than attendance at board meetings shall first obtain
9 authorization of the board for reimbursement of travel expenses
10 or other compensation before engaging in that business and shall
11 submit a report thereof to the board for all expenditures.

12 (b) A transit district shall not provide compensation to a member
13 of the governing board of the district unless the member
14 demonstrates, through evidence or attestation recorded by the clerk
15 of the board, personal use of the transit system for at least one hour
16 or for four trips during the month for which the member seeks
17 compensation.

18 SEC. 2. Section 99156.5 is added to the Public Utilities Code,
19 to read:

20 99156.5. (a) Notwithstanding any other law, the governing
21 board of a transit district shall include two nonvoting members
22 and four alternate nonvoting members, as follows:

23 (1) The first nonvoting member shall be a user of mass transit
24 services provided by the transit district and shall be recommended
25 for appointment by a transit advisory council representing transit
26 users. There shall be two nonvoting alternates to the first nonvoting
27 member as follows:

1 (A) The first nonvoting alternate to the nonvoting member
2 described in paragraph (1) shall be a user of mass transit services
3 provided by the transit district and shall be recommended for
4 appointment by a commuter council associated with a major transit
5 service in the state.

6 (B) The second nonvoting alternate to the nonvoting member
7 described in paragraph (1) shall be a user of mass transit services
8 provided by the transit district and shall be recommended for
9 appointment by a commuter council associated with a transit
10 service, other than the transit service described in subparagraph
11 (A), that is under the transit district's jurisdiction.

12 (2) The second nonvoting member shall be recommended for
13 appointment by the labor organization ~~representing the majority~~
14 ~~of the employees of a major transit system in the state. that~~
15 *represents a plurality of represented employees within the transit*
16 *district.* There shall be two nonvoting alternates to the second
17 nonvoting member as follows:

18 (A) The first nonvoting alternate to the nonvoting member
19 described in paragraph (2) shall be recommended for appointment
20 by the labor organization ~~representing the majority of employees~~
21 ~~of a major transit system in the state. that represents a plurality~~
22 *of represented employees within the transit district.*

23 (B) The second nonvoting alternate to the nonvoting member
24 described in paragraph (2) shall be recommended for appointment
25 by the labor organization ~~representing the majority of employees~~
26 ~~of a major transit system in the state. that represents a plurality~~
27 *of represented employees within the transit district.*

28 ~~(C) The nonvoting members described in this paragraph shall~~
29 ~~be recommended for appointment by labor organizations~~
30 ~~representing employees of different transit systems.~~

31 *(b) Nonvoting members and alternate nonvoting members shall*
32 *be appointed according to the following procedures:*

33 *(1) The chair of the governing board shall appoint the nonvoting*
34 *members and alternate nonvoting members from the*
35 *recommendations provided by the respective organizations within*
36 *31 days of receiving the recommendations.*

37 *(2) If the chair does not receive recommendations within 31*
38 *days of a request or vacancy, the governing board may appoint*
39 *qualified individuals to these positions by majority vote.*

1 (3) *If the chair determines that a recommended individual does*
2 *not meet the qualifications specified in this section, the chair shall*
3 *request a new recommendation from the respective organization.*

4 (4) *Appointments shall be made at a regular meeting of the*
5 *governing board and shall be recorded in the minutes of that*
6 *meeting.*

7 (c) *The nonvoting members and alternate nonvoting members*
8 *shall have the following rights and protections:*

9 (1) *The right to attend and participate in all public meetings of*
10 *the governing board except as provided in subdivision (d).*

11 (2) *The right to receive all meeting materials provided to voting*
12 *members of the governing board.*

13 (3) *The right to place items on the agenda related to transit*
14 *service and labor matters, subject to the same procedures*
15 *applicable to voting members.*

16 (4) *Protection from retaliation for their participation and*
17 *statements made during board meetings.*

18 ~~(b)~~

19 (d) (1) *The chair of the governing board of a transit district*
20 *may shall exclude the a nonvoting-members member and any*
21 *corresponding alternate nonvoting-members member from any*
22 *portion of a meeting of the governing board or a committee that*
23 *discusses negotiations with labor organizations. if the portion of*
24 *the meeting discusses any of the following:*

25 (A) *Negotiations with labor organizations.*

26 (B) *Personnel matters specifically related to individual*
27 *employees.*

28 (C) *Confidential legal matters where attorney-client privilege*
29 *applies.*

30 (2) *When a nonvoting member is excluded from a meeting*
31 *pursuant to this subdivision, any corresponding alternate nonvoting*
32 *member shall also be excluded.*

33 SEC. 3. *If the Commission on State Mandates determines that*
34 *this act contains costs mandated by the state, reimbursement to*
35 *local agencies and school districts for those costs shall be made*
36 *pursuant to Part 7 (commencing with Section 17500) of Division*
37 *4 of Title 2 of the Government Code.*

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Orange County Transportation Authority Legislative Matrix

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

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
BILLS WITH POSITIONS			
► AB 334 (Petrie-Norris – D) <i>Operators of toll facilities: interoperability programs: vehicle information</i>	<i>Would authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is intended to implement interstate interoperability.</i>	INTRODUCED: 01/28/25 LOCATION: Assembly Committee on Privacy and Consumer Protection STATUS: 03/25/25 <i>In ASSEMBLY. Re-referred to Committee on Privacy and Consumer Protection</i>	STAFF RECOMMENDS SUPPORT <i>Support: Transportation Corridor Agencies (sponsor), Metropolitan Transportation Commission (MTC), Orange County Business Council , San Bernardino County Transportation Authority</i>

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

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

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

BILLS BEING MONITORED

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

Introduced: 12/02/2024

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

Location: 12/02/2024 - Assembly PRINT

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

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

Introduced: 12/02/2024

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

Location: 02/18/2025 - Assembly Natural Resources

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

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

Introduced: 12/02/2024 (Spot bill)

Last Amended: 03/24/2025

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

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

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

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

Introduced: 12/02/2024 (Spot bill)

Last Amended: 03/25/2025

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

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

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

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

Introduced: 12/02/2024 (Spot bill)

Last Amended: 03/24/2025

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

Location: 03/24/2025 - Assembly Local Government

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

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

Introduced: 12/02/2024

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

Location: 02/18/2025 - Assembly Natural Resources

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

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

Introduced: 12/02/2024

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

Location: 02/18/2025 - Assembly Natural Resources

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

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

Introduced: 12/02/2024 (Spot bill)

Last Amended: 02/24/2025

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

Location: 02/24/2025 - Assembly Judiciary

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

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

Introduced: 01/16/2025

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

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

Location: 02/10/2025 - Assembly Local Government

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

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

Introduced: 01/17/2025

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

Location: 03/28/2025 - Senate Rules

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

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

Introduced: 01/17/2025

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

Location: 02/18/2025 - Assembly Transportation

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

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

Introduced: 01/21/2025

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

Location: 02/18/2025 - Assembly Transportation

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

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

Introduced: 01/22/2025

Last Amended: 03/24/2025

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

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

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

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

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

Introduced: 01/22/2025

Last Amended: 03/24/2025

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

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

Location: 02/10/2025 - Assembly Transportation

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

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

Introduced: 01/23/2025

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

Location: 02/10/2025 - Assembly Natural Resources

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

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

Introduced: 01/28/2025

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

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

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

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

Introduced: 01/28/2025

Last Amended: 03/05/2025

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

Location: 03/19/2025 - Assembly Appropriations

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

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

Introduced: 01/30/2025

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

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

Location: 02/18/2025 - Assembly Elections

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

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

Introduced: 01/30/2025

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

Location: 02/18/2025 - Assembly Natural Resources

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

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

Introduced: 02/03/2025

Last Amended: 03/12/2025

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

Location: 03/11/2025 - Assembly Appropriations

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

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

Introduced: 02/03/2025

Last Amended: 02/24/2025

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

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

Location: 02/24/2025 - Assembly Transportation

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

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

Introduced: 02/03/2025

Last Amended: 03/11/2025

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

Location: 03/24/2025 - Assembly Appropriations

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

AB 394 (Wilson, D) Public transportation providers.

Introduced: 02/03/2025

Last Amended: 03/27/2025

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

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

Location: 02/18/2025 - Assembly Public Safety

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

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

Introduced: 02/04/2025

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

Location: 03/24/2025 - Assembly Appropriations

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

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

Introduced: 02/04/2025

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

Location: 02/18/2025 - Assembly Natural Resources

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

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

Introduced: 02/04/2025

Last Amended: 03/04/2025

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

Location: 03/26/2025 - Assembly Appropriations

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

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

Introduced: 02/05/2025 (Spot bill)

Last Amended: 03/25/2025

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

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

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

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

Introduced: 02/06/2025

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

Location: 03/24/2025 - Assembly Appropriations

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

AB 440 (Ramos, D) Suicide prevention.

Introduced: 02/06/2025

Last Amended: 03/05/2025

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

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

Location: 03/17/2025 - Assembly Health

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

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

Introduced: 02/06/2025

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

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

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

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

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

Introduced: 02/06/2025

Last Amended: 02/27/2025

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

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

Location: 03/20/2025 - Assembly THIRD READING

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

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

Introduced: 02/10/2025

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

Location: 02/24/2025 - Assembly Natural Resources

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

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

Introduced: 02/11/2025

Last Amended: 03/24/2025

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

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

Location: 02/24/2025 - Assembly Transportation

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

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

Introduced: 02/11/2025 (Spot bill)

Last Amended: 03/13/2025

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

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

Location: 03/13/2025 - Assembly Emergency Management

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

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

Introduced: 02/12/2025

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

Location: 03/17/2025 - Assembly Natural Resources

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

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

Introduced: 02/12/2025

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

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

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

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

Introduced: 02/12/2025

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

Location: 03/03/2025 - Assembly Emergency Management

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

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

Introduced: 02/13/2025

Last Amended: 03/10/2025

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

Location: 03/19/2025 - Assembly Appropriations

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

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

Introduced: 02/13/2025

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

Location: 03/24/2025 - Assembly Appropriations

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

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

Introduced: 02/13/2025

Last Amended: 03/27/2025

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

Location: 03/25/2025 - Assembly Appropriations

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

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

Introduced: 02/13/2025

Last Amended: 03/17/2025

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

Location: 03/03/2025 - Assembly Natural Resources

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

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

Introduced: 02/14/2025

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

Location: 03/03/2025 - Assembly Transportation

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

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

Introduced: 02/14/2025

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

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

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

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

AB 719 (Calderon, D) County emergency plans.

Introduced: 02/14/2025

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

Location: 03/03/2025 - Assembly Emergency Management

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

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

Introduced: 02/18/2025

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

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

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

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

Introduced: 02/19/2025

Last Amended: 03/27/2025

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

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

Location: 03/10/2025 - Assembly Local Government

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

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

Introduced: 02/19/2025

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

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

Location: 03/10/2025 - Assembly Transportation

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

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

Introduced: 02/19/2025

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

Location: 03/10/2025 - Assembly Governmental Organization

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

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

Introduced: 02/19/2025

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

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

Location: 03/10/2025 - Assembly Higher Education

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

AB 875 (Muratsuchi, D) Vehicle removal.

Introduced: 02/19/2025

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

Location: 03/28/2025 - Assembly Transportation

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

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

Introduced: 02/19/2025

Last Amended: 03/24/2025

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

Location: 03/24/2025 - Assembly Judiciary

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

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

Introduced: 02/19/2025

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

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

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

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

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

Introduced: 02/19/2025

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

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

Location: 03/03/2025 - Assembly Transportation

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

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

Introduced: 02/19/2025

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

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

Location: 03/17/2025 - Assembly Transportation

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

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

Introduced: 02/19/2025

Last Amended: 03/28/2025

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

Location: 03/03/2025 - Assembly Local Government

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

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

Introduced: 02/19/2025

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

Location: 03/10/2025 - Assembly Transportation

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

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

Introduced: 02/19/2025

Last Amended: 03/24/2025

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

Location: 03/24/2025 - Assembly Natural Resources

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

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

Introduced: 02/19/2025

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

Location: 03/10/2025 - Assembly Transportation

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

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

Introduced: 02/20/2025

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

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

Location: 03/10/2025 - Assembly Transportation

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

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

Introduced: 02/20/2025

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

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

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

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

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

Introduced: 02/20/2025

Last Amended: 03/18/2025

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

Location: 03/10/2025 - Assembly Transportation

Summary: This bill, the Orange County Electric Bicycle Safety Pilot Program, would, until January 1, 2030, authorize a local authority within the County of Orange, or the County of Orange in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle or require a person who does not have a valid driver's license and who is operating an electric bicycle to complete a safety training course, as specified. For the first 60 days following the adoption of an ordinance or resolution for the specified purposes, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution an infraction punishable by a fine of \$25, except as specified.

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

Introduced: 02/20/2025

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

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

Location: 03/10/2025 - Assembly Transportation

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

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

Introduced: 02/20/2025

Last Amended: 03/18/2025

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

Location: 03/10/2025 - Assembly Natural Resources

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

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

Introduced: 02/20/2025

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

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

Location: 03/10/2025 - Assembly Transportation

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

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

Introduced: 02/20/2025

Last Amended: 03/24/2025

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

Location: 03/24/2025 - Assembly Emergency Management

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

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

Introduced: 02/20/2025 (Spot bill)

Last Amended: 03/10/2025

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

Location: 03/10/2025 - Assembly Natural Resources

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

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

Introduced: 02/20/2025

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

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

Location: 03/10/2025 - Assembly Transportation

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

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

Introduced: 02/20/2025

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

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

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

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

Introduced: 02/20/2025

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

Location: 03/28/2025 - Assembly Transportation

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

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

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

Introduced: 02/20/2025

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

Location: 03/10/2025 - Assembly Transportation

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

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

Introduced: 02/20/2025

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

Location: 02/20/2025 - Assembly PRINT

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

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

Introduced: 02/20/2025

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

Location: 03/17/2025 - Assembly Local Government

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

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

Introduced: 02/20/2025

Last Amended: 03/24/2025

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

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

Location: 03/24/2025 - Assembly Transportation

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

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

Introduced: 02/20/2025

Last Amended: 03/12/2025

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

Location: 03/10/2025 - Assembly Transportation

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

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

Introduced: 02/20/2025

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

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

Location: 03/10/2025 - Assembly Transportation

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

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

Introduced: 02/20/2025

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

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

Location: 03/13/2025 - Assembly Transportation

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

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

Introduced: 02/20/2025

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

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

Location: 03/13/2025 - Assembly Local Government

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

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

Introduced: 02/21/2025 (Spot bill)

Last Amended: 03/10/2025

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

Location: 03/10/2025 - Assembly Local Government

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

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

Introduced: 02/21/2025

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

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

Location: 03/13/2025 - Assembly Transportation

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

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

Introduced: 02/21/2025

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

Location: 03/28/2025 - Assembly Natural Resources

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

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

Introduced: 02/21/2025

Last Amended: 03/24/2025

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

Location: 03/24/2025 - Assembly Natural Resources

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Under current law, the Transit-Oriented Development Implementation Program is administered by the Department of Housing and Community Development to provide local assistance to developers for the purpose of developing higher density uses within close proximity to transit stations as provided. Current law, establishes the Transit-Oriented Development Implementation Fund and, to the extent funds are available, requires the department to make loans for the development and construction of housing development projects within close proximity to a transit station that meet specified criteria. This bill would authorize a project, to the extent that the project is required to mitigate transportation impacts under CEQA, to satisfy the mitigation requirement by electing to contribute an unspecified amount of money for each vehicle mile traveled to the TransitOriented Development Implementation Fund for the purposes of the TransitOriented Development Implementation Program. The bill would require, upon appropriation by the Legislature, the contributions to be available to the department to fund developments located in the same region, as defined, with preference given to specified projects.

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

Introduced: 02/21/2025

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

Location: 03/10/2025 - Assembly Transportation

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

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

Introduced: 02/21/2025 (Spot bill)

Last Amended: 03/24/2025

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

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

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

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

Introduced: 02/21/2025 (Spot bill)

Last Amended: 03/24/2025

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

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

Location: 03/24/2025 - Assembly Elections

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

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

Introduced: 02/21/2025

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

Location: 03/10/2025 - Assembly Transportation

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

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

Introduced: 02/21/2025

Last Amended: 03/28/2025

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

Location: 03/28/2025 - Assembly Judiciary

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

AB 1331 (Elhawary, D) Workplace surveillance.

Introduced: 02/21/2025

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

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

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

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

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

Introduced: 02/21/2025

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

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

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

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

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

Introduced: 02/21/2025

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

Location: 03/13/2025 - Assembly Transportation

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

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

Introduced: 02/21/2025

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

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

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

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

Introduced: 02/21/2025 (Spot bill)

Last Amended: 03/25/2025

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

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

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

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

Introduced: 02/21/2025

Last Amended: 03/24/2025

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

Location: 03/24/2025 - Assembly Transportation

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

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

Introduced: 02/21/2025

Last Amended: 03/10/2025

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

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

Summary: Current law creates the Public Employees' Retirement Fund, which is continuously appropriated for purposes of PERS, including depositing employer and employee contributions. Under the California Constitution, assets of a public pension or retirement system are trust funds. The California Public Employees' Pension Reform Act of 2013 (PEPRA) establishes a variety of requirements and restrictions on public employers offering defined benefit pension plans. In this regard, PEPRA restricts the amount of compensation that may be applied for purposes of calculating a defined pension benefit for a new member, as defined, by restricting it to specified percentages of the contribution and benefit base under a specified federal law with respect to old age, survivors, and disability insurance benefits. This bill, on and after January 1, 2026, would require a retirement system to adjust pensionable compensation limits to be consistent with a defined benefit limitation established and annually adjusted under federal law with respect to tax exempt qualified trusts. By increasing the contribution to continuously appropriated funds, this bill would make an appropriation.

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

Introduced: 02/21/2025

Last Amended: 03/24/2025

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

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

Location: 03/24/2025 - Assembly Transportation

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

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

Introduced: 02/21/2025

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

Location: 03/13/2025 - Assembly Transportation

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

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

Introduced: 02/21/2025

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

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

Location: 03/17/2025 - Assembly Transportation

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

ACA 7 (Jackson, D) Government preferences.

Introduced: 02/13/2025

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

Location: 02/13/2025 - Assembly PRINT

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

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

Introduced: 03/26/2025

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

Location: 03/26/2025 - Assembly PRINT

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

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

Introduced: 12/02/2024

Last Amended: 03/12/2025

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

Location: 01/29/2025 - Senate Environmental Quality

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

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

Introduced: 12/02/2024 (Spot bill)

Last Amended: 03/06/2025

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

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

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

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

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

Introduced: 12/02/2024

Last Amended: 03/13/2025

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

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

Location: 03/25/2025 - Senate Appropriations

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

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

Introduced: 12/02/2024 (Spot bill)

Last Amended: 03/26/2025

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

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

Location: 02/19/2025 - Senate Transportation

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

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

Introduced: 12/02/2024

Last Amended: 03/24/2025

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

Location: 01/29/2025 - Senate Environmental Quality

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

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

Introduced: 01/09/2025 (Spot bill)

Last Amended: 03/25/2025

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

Location: 01/09/2025 - Senate Rules

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

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

Introduced: 01/14/2025

Last Amended: 03/25/2025

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

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

Location: 03/19/2025 - Senate Transportation

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

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

Introduced: 01/15/2025

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

Location: 01/29/2025 - Senate Environmental Quality

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

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

Introduced: 01/15/2025

Last Amended: 03/24/2025

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

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

Location: 01/29/2025 - Senate Local Government

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

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

Introduced: 01/15/2025

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

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

Location: 01/29/2025 - Senate Transportation

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

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

Introduced: 01/27/2025

Last Amended: 03/28/2025

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

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

Location: 02/05/2025 - Senate Judiciary

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

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

Introduced: 01/28/2025

Last Amended: 03/20/2025

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

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

Location: 03/19/2025 - Senate Appropriations

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

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

Introduced: 01/28/2025

Last Amended: 03/20/2025

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

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

Location: 03/19/2025 - Senate Appropriations

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

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

Introduced: 01/30/2025

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

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

Location: 02/14/2025 - Senate Local Government

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

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

Introduced: 01/30/2025

Last Amended: 03/24/2025

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

Location: 01/30/2025 - Senate Rules

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

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

Introduced: 02/03/2025

Last Amended: 03/19/2025

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

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

Location: 03/18/2025 - Senate Appropriations

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

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

Introduced: 02/04/2025

Last Amended: 03/18/2025

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

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

Location: 03/25/2025 - Senate CONSENT CALENDAR

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

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

Introduced: 02/05/2025

Last Amended: 03/25/2025

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

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

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

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

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

Introduced: 02/10/2025

Last Amended: 03/17/2025

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

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

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

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

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

Introduced: 02/12/2025

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

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

Location: 02/19/2025 - Senate Local Government

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

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

Introduced: 02/13/2025

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

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

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

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

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

Introduced: 02/13/2025

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

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

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

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

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

Introduced: 02/14/2025

Last Amended: 03/27/2025

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

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

Location: 02/26/2025 - Senate Transportation

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

SB 419 (Caballero, D) Hydrogen fuel.

Introduced: 02/18/2025

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

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

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

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

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

Introduced: 02/18/2025

Last Amended: 03/24/2025

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

Location: 04/01/2025 - Senate Appropriations

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

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

Introduced: 02/18/2025

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

Location: 02/26/2025 - Senate Environmental Quality

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

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

Introduced: 02/18/2025

Last Amended: 03/27/2025

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

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

Location: 03/26/2025 - Senate Appropriations

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

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

Introduced: 02/18/2025

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

Location: 02/26/2025 - Senate Transportation

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

SB 455 (Blakespear, D) Electric bicycles.

Introduced: 02/19/2025 (Spot bill)

Last Amended: 03/25/2025

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

Location: 02/19/2025 - Senate Rules

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

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

Introduced: 02/19/2025

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

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

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

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

Introduced: 02/19/2025

Last Amended: 03/27/2025

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

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

Location: 03/25/2025 - Senate Appropriations

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

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

Introduced: 02/19/2025

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

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

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

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

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

Introduced: 02/19/2025

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

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

Location: 03/25/2025 - Senate Judiciary

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

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

Introduced: 02/19/2025

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

Location: 02/26/2025 - Senate Environmental Quality

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

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

Introduced: 02/19/2025

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

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

Location: 02/26/2025 - Senate Environmental Quality

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

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

Introduced: 02/19/2025

Last Amended: 03/24/2025

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

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

Location: 02/26/2025 - Senate Transportation

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

SB 513 (Durazo, D) Personnel records.

Introduced: 02/19/2025

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

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

Location: 03/26/2025 - Senate Appropriations

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

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

Introduced: 02/20/2025

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

Location: 03/05/2025 - Senate Environmental Quality

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

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

Introduced: 02/20/2025

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

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

Location: 03/24/2025 - Senate Transportation

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

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

Introduced: 02/20/2025

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

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

Location: 03/05/2025 - Senate Transportation

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

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

Introduced: 02/20/2025

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

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

Location: 03/05/2025 - Senate Local Government

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

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

Introduced: 02/20/2025

Last Amended: 03/26/2025

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

Location: 02/20/2025 - Senate Rules

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

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

Introduced: 02/20/2025

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

Location: 03/05/2025 - Senate Transportation

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

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

Introduced: 02/20/2025

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

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

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

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

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

Introduced: 02/20/2025

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

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

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

SB 671 (Cervantes, D) Pedestrian crossing signals.

Introduced: 02/20/2025

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

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

Location: 03/05/2025 - Senate Transportation

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

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

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

Introduced: 02/21/2025

Last Amended: 03/26/2025

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

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

Location: 03/05/2025 - Senate Environmental Quality

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

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

Introduced: 02/21/2025

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

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

Location: 03/12/2025 - Senate Local Government

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

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

Introduced: 02/21/2025 (Spot bill)

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

Location: 02/21/2025 - Senate Rules

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

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

Introduced: 02/21/2025

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

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

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

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

Introduced: 02/21/2025

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

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

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

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

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

Introduced: 02/21/2025

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

Location: 03/12/2025 - Senate Governmental Organization

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

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

Introduced: 02/21/2025

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

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

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

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

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

Introduced: 02/21/2025

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

Location: 03/12/2025 - Senate Housing

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

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

Introduced: 02/21/2025

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

Location: 03/12/2025 - Senate Transportation

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

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

Introduced: 02/21/2025

Last Amended: 03/28/2025

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

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

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

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



April 17, 2025

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

For
[Signature]

Subject: Federal Legislative Status Report

Overview

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This report includes an update on Environmental Protection Agency actions related to the endangerment finding for greenhouse gas emissions and waivers granted to California to enforce air quality regulations, a summary on the confirmation of the Administrator of the Federal Transit Administration and a summary of the Secretary of Transportation Sean Duffy's participation in a Senate Environment and Public Works Committee hearing on transportation reauthorization.

Recommendation

Receive and file as an information item.

Discussion

Update on Environmental Protection Agency Congressional Review Act Process for California Waivers

Recent discussions within the Environmental Protection Agency (EPA) have centered on revising various air quality standards, including the potential repeal of the "Endangerment and Cause or Contribute Findings for Greenhouse Gases (GHG) Under Section 202(a) of the Clean Air Act," Final Rule, 74 FR 66496 (December 15, 2009 [2009 Endangerment Finding]), which serves as the legal basis for regulating GHG emissions under the Clean Air Act. This development follows President Trump's issuance of Executive Order 14154, titled "Unleashing American Energy," which directs the EPA Administrator to evaluate the legality and continued applicability of the 2009 Endangerment Finding. Repealing the Endangerment Finding could pave the way for the rollback of several federal regulations on GHG emissions, creating some uncertainty for how such emissions would be taken into account. This includes potential implications for state-level regulations. A repeal could trigger legal and policy challenges over

whether or how states, such as California, would regulate GHG emissions independently of federal standards.

On March 12, 2025, the EPA announced a process to formally reconsider the 2009 Endangerment Finding, including the rules that stem from the finding. This process is to be done in coordination with the Office of Management and Budget and other federal agencies and include opportunities for public comment.

Under authority established in the 1960s, California has historically been able to set more stringent air quality standards by being granted waivers from the EPA. Waivers have been granted more than 50 times since the Orange County Transportation Authority (OCTA) was created. Separate authority allows other states to adopt the California standards, which 18 states have chosen to do, at least partially. Towards the end of the Biden Administration, three new waivers were approved: Heavy-Duty Omnibus low nitrous oxides regulation, the Advanced Clean Trucks rule, and the Advanced Clean Cars II Program.

As part of President Trump's Executive Order, "Unleashing American Energy," the Administration directed that state emission waivers that function to limit gas-powered vehicles should be terminated. As a result of this directive, there has been renewed attention on the Congressional Review Act (CRA) and its potential role in reversing recent EPA actions. The CRA allows Congress to nullify recently finalized federal regulations through a simple majority vote and is not subject to the Senate filibuster, making it a powerful tool for incoming majorities. However, the CRA only applies to actions classified as "rules" under the Administrative Procedure Act (APA).

The Trump Administration has indicated that it intends to submit these waivers to Congress to consider using the CRA to overturn them. If successful, overturning these waivers could undermine California's ability to implement key components of its air quality and climate plans, disrupt compliance pathways for manufacturers, and potentially jeopardize federal air quality attainment in regions that rely on the reductions these regulations are projected to deliver.

Recently, the Government Accountability Office (GAO), for a second time, opined that California waiver approvals are not subject to the CRA. According to the GAO, the waivers do not constitute rules and are therefore outside the CRA's reach. However, this determination has drawn criticism from some lawmakers. House Oversight Chair James Comer (R-KY) and Energy and Commerce Chair Brett Guthrie (R-KY) recently sent a letter to the GAO questioning the timing and motivations behind its conclusion. The lawmakers argued that the very act of the EPA submitting the waivers to Congress implies they are subject to CRA review and accused GAO of exceeding its traditional advisory role by issuing a contrary opinion after the waivers were submitted. Despite the GAO's position, Senate Republicans introduced CRA resolutions on April 4 to overturn California's vehicle emissions waivers, an action taken just hours after Senate

Parliamentarian Elizabeth MacDonough advised that such waivers are not subject to CRA review, reaffirming the GAO's stance.

If Congress were to reinterpret such waivers as rules and attempt disapproval under the CRA, it could set a new precedent. This shift would challenge California's longstanding authority under the Clean Air Act. Staff continues to monitor these developments for their potential impact on California's regulatory authority and any Clean Air Act waivers that may be relevant to OCTA.

Marcus Molinaro (R-NY) Confirmed by Senate Committee for Federal Transit Administration Role

On April 3, 2025, former U.S. Representative Marcus Molinaro was confirmed by the Senate Committee on Banking, Housing, and Urban Affairs (Committee) as the nominee for Federal Transit Administrator, advancing his appointment to a full Senate vote. The committee approved his nomination with a 20-4 vote, with opposition from four Democratic Senators. If confirmed by the full Senate, Molinaro will officially lead the Federal Transit Administration (FTA).

During his March 27 nomination hearing, Molinaro received bipartisan support and used his testimony to outline a forward-looking agenda for the FTA. He emphasized the importance of modernizing transit systems through innovative technologies, streamlining the permitting process, and ensuring accountability and transparency in project delivery. Molinaro also committed to ensuring the timely disbursement of contracted and obligated awards under the Infrastructure Investment and Jobs Act (IIJA), recognizing the urgency many agencies face in moving projects forward.

Drawing on his experience as Dutchess County Executive, Molinaro highlighted his ThinkDIFFERENTLY initiative as a model for inclusive, action-driven leadership. The program reshaped how local government served people with physical, developmental, and intellectual disabilities, embedding universal accessibility as a core value. That same commitment, he said, would guide his work at the FTA. Molinaro described transit as "the shared circulatory system of our economy," pledging to make accessibility, innovation, and locally driven solutions central to his leadership. Molinaro also, in response to various questions from Committee members, emphasized the need for flexibility for each region and transit agency to decide how to prioritize their funding, and also affirmed his respect for the expertise of career staff at FTA.

With support from both sides of the aisle, Molinaro is expected to be confirmed by the full Senate in the coming weeks.

Summary of Senate Committee on Environment and Public Works Hearing on Constructing the Surface Transportation Reauthorization Bill

On April 2, 2025, the Senate Committee on Environment and Public Works held a hearing titled "Constructing the Surface Transportation Reauthorization Bill: United States Secretary of Transportation's Perspective." The hearing featured testimony from U.S. Secretary of Transportation Sean Duffy and focused on administration priorities for the upcoming surface transportation reauthorization legislation. The hearing focused on project delivery challenges, infrastructure investment strategies, and lessons learned from the implementation of the IIJA.

Chairman Shelly Moore Capito (R-WV) called for targeted investments to improve safety and reliability, reforms to reduce red tape, and flexibility for states to meet their unique infrastructure needs. Ranking Member Sheldon Whitehouse (D-RI) emphasized continued permitting delays and urged progress in regulatory reform, while warning against political interference in project funding.

Secretary Duffy outlined the Department of Transportation's (DOT) priorities, naming safety, modernization, and efficiency as top goals. He described current efforts to improve project delivery, including streamlining environmental reviews and revising outdated fuel economy standards. A major topic of discussion was a backlog of over 3,200 awarded projects that have not yet reached signed grant agreements—many stemming from last-minute approvals under the prior administration. Duffy confirmed that the DOT is working through the backlog and emphasized that most projects are viable but delayed due to National Environmental Policy Act clearance or lack of readiness.

Senator Alex Padilla (D-CA) stressed the importance of federal support for the 2028 Los Angeles Olympic Games (LA28), citing the need to improve transportation infrastructure to accommodate an anticipated 15 million ticketholders. He asked for a dedicated line item in the President's budget to support LA28 and future Olympic events. Secretary Duffy responded that the DOT is actively involved in a federal Olympics task force and is committed to supporting preparations in a timely and coordinated manner. Senator Adam Schiff (D-CA) raised concerns about California projects still awaiting decisions under programs like the National Infrastructure Project Assistance Program (also known as the Mega Program), the Nationally Significant Multimodal Freight and Highway Projects program (also known as INFRA), and other grants under the purview of the federal agencies such as the Federal Highway Administration. He warned that these delays risk jeopardizing project viability. Secretary Duffy noted that the DOT is preparing to move forward on several California projects—including a project in Madera County and a project at the Otay Mesa Port of Entry—and clarified that delays are due to the high volume of projects rather than staff shortages.

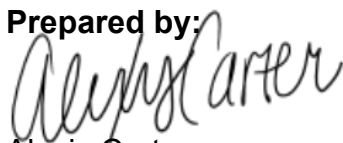
Members also discussed the need to institutionalize faster project delivery processes and reduce unnecessary regulatory burdens. Secretary Duffy committed to advancing reforms under the One Federal Decision policy framework and revising guidance for programs like the National Electric Vehicle Infrastructure Program to better align with evolving needs. The hearing closed with bipartisan agreement on the importance of streamlining project approvals, supporting infrastructure in both urban and rural communities, and maintaining consistent federal leadership to help states build projects more efficiently.

Summary

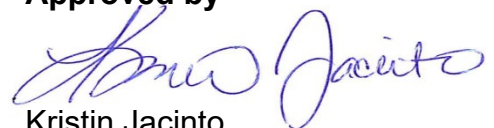
A summary is provided on the Federal Transit Administrator nomination hearing and an update on Environmental Protection Agency discussions that may impact California's emissions waivers under the Congressional Review Act. A summary is provided on the Senate Environment and Public Works Committee hearing on surface transportation reauthorization with testimony from U.S. Secretary of Transportation Sean Duffy.

Attachment

A. Potomac Partners DC, Monthly Legislative Report – March 2025

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Monthly Legislative Report – March 2025

Advocacy Meetings

House Transportation and Infrastructure (T&I), Majority Staff Director – We met with the Committee Staff Director to discuss OCTA Board adopted surface transportation reauthorization principles and possible permit streamlining for rail projects in California. We also discussed capital and operational funding needs to support the 2028 Olympics and ways to make strategic investments in regional transportation infrastructure. The Committee Staff Director shared with us the potential timeline for Surface Transportation Reauthorization in the House and information on how to submit stakeholder input. In the meeting, OCTA also highlighted several board-adopted Reauthorization principles, including the prioritization of formula funding with the flexibility to respect the unique nature of regional transportation agencies in the Southern California Association of Governments region. We will continue to follow up with the committee staff in April on specific language requests for the bill.

Office of Congressman Mike Levin (D-CA) – We facilitated a meeting with Rep. Levin and his staff to discuss updates on the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor and possible emergency permitting that could help expedite work and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program funding that is currently pending. We also discussed board adopted principles for the surface transportation reauthorization.

Senate Banking Committee, Majority Staff – We facilitated a meeting with Majority staff to discuss OCTA's Reauthorization principles. We discussed support for dedicated federal transit funding including the historic 80-20 highway-transit funding split. OCTA CEO also provided an update on the OC Streetcar and target dates for revenue service. Finally, we discussed ways to streamline the discretionary grant process at the Federal Transit Administration and potential impacts we anticipate due to staffing reductions at the regional level.

Senate Commerce Committee, Surface Transportation Subcommittee, Majority Staff – We facilitated a meeting with Majority staff to discuss OCTA's Reauthorization principles. We discussed LOSSAN Corridor as well as the funding challenges for regional rail. We specifically discussed the Surface Transportation Reauthorization timing in the Senate and other upcoming hearings for the Committee.

Office of Congresswoman Young Kim (R-CA) – We facilitated a meeting with Congresswoman Kim to discuss the Surface Transportation Reauthorization, to include board adopted principles as well as the need for emergency permitting for the LOSSAN corridor to help facilitate the timely obligation of state and pending federal funding. We also met several times this month with staff to discuss the Interstate 5 Improvement Project timeline and budget.

Congressman Derek Tran (D-CA) – We met with the Congressman and his staff to discuss OCTA board adopted Surface Transportation Reauthorization principles. We also discussed Community Project Funding (CPF) requests for Fiscal Year 2026 (FY26) as well as strategic investment in transportation infrastructure for the 2028 Olympic and Paralympic Games.

Congressman David Min (D-CA) – We facilitated a meeting with Congressman Min and his staff to discuss the Surface Transportation Reauthorization, to include board adopted principles as well as the need for emergency permitting for the LOSSAN corridor.

Congressman Lou Correa (D-CA) – We facilitated a meeting with Congressman Correa and his legislative director to discuss the Surface Transportation Reauthorization to include board-adopted principles as well as the update that OCTA has officially submitted an Emergency Coastal Development Permit (ECDP) application to the California Coastal Commission to expedite critical rail stabilization work in San Clemente. OCTA CEO also provided an update on the OC Streetcar. In a separate meeting, we also followed up on the FY26 CPF request for OCTA.

Office of Senator Adam Schiff (D-CA) – We met with the Senator’s transportation staffer to discuss the next Surface Transportation Reauthorization as well OCTA board adopted principles. OCTA CEO provided an overview of the work along the LOSSAN corridor as well as other ongoing projects in the County.

Office of Senator Alex Padilla (D-CA) – We met with the Senator’s transportation staffer to discuss the next Surface Transportation Reauthorization as well as OCTA board-adopted principles. OCTA CEO provided an overview of the work along the LOSSAN corridor as well as an update that OCTA has officially submitted an ECDP application to the California Coastal Commission to expedite critical rail stabilization work in San Clemente for the four reinforcement areas as part of the CRSP. The Senator’s staff shared in the meeting that US Department of Transportation (USDOT) Secretary Duffy may be visiting Southern California in the coming weeks, and the Senator’s staff have suggested to USDOT staff that the Secretary tour the LOSSAN corridor. In a separate meeting earlier this month, we met with the staff to discuss FY 26 Congressional Directed Spending Requests (CDS) for FY 26, which we submitted for OCTA.

House Transportation and Infrastructure (T&I), Rail Subcommittee Majority Staff – We met with the House Committee staff and provided an overview of the LOSSAN corridor and ongoing repair work. We also discussed possible timeline for developing the Rail title for the Surface Transportation Reauthorization to include potential federal funding to support passenger rail in key rail corridors.

FY26 Appropriations Update

At the end of the month Chairman Tom Cole (R-OK) of the House Appropriations Committee told members that the House will officially begin the FY26 appropriations process. He also told his committee members that on Monday, April 14, Members may begin submitting

programmatic and language requests and Community Project Funding requests for the upcoming year. Starting next week, the Chairman of each subcommittee will begin releasing guidance for each bill. As a result of the short timeline to draft bills in time for floor consideration, the Committee is maintaining similar eligible program accounts for FY26 Community Project Funding. Additionally, due to the high demand and limited ability to fund all eligible requests, the limit of 15 projects per Member will be continued.

- Chairman Cole's dear colleague is available [here](#).
- Programmatic and language request guidance is available [here](#).
- Community Project Funding request guidance is available [here](#).

Members may submit a request to fund a specific program or activity in the bill at a specified level. Members may also submit a request to include specific bill or report language that does not direct funding to a particular entity but encourages, urges, or directs some type of action. Finally, Members may submit a request to fund specific projects in their communities, so long as the projects have a federal nexus and meet other requirements established by federal law, House Rules, and the Committee to ensure only high-quality projects are requested and funded. We are currently meeting with all the Orange County delegation and submitting project requests for each office. All CPF projects that were included in House Reports for Fiscal Year 2025 (FY25) are eligible in FY26 but must be resubmitted.

DEADLINES FOR MEMBERS OF CONGRESS:

Transportation and Housing and Urban Development

- Programmatic and Language Request Guidance (link forthcoming)
 - Submission Deadline: Friday, May 23, 2025, at 6:00 p.m.
- Community Project Funding Request Guidance (link forthcoming)
 - Submission Deadline: Friday, May 23, 2025, at 6:00 p.m.

(Note: Members must then post CPF requests to their websites by Friday, June 13, 2025, to comply with House rules.)

Budget Reconciliation Update for March

Speaker Mike Johnson (R-LA) and Senate Majority Leader John Thune (R-SD) met several times in March to discuss how to move forward on a budget reconciliation package encompassing the key components of President Trump's border, defense, energy, and tax bill proposals. The two leaders are working to reach a compromise between the respective House and Senate budget resolutions passed earlier this month. Senate Republicans are currently working to get a formal decision from the Senate parliamentarian on whether certain proposals may be prevented from being included as part of the reconciliation approach. The Senate parliamentarian will decide to what extent the Republicans can extend President Trump's 2017 tax cuts, and whether other measures are "in order" and can be incorporated for reconciliation purposes. Upon receiving the Senate parliamentarian's determinations, Majority Leader Thune stated that he would schedule a "vote-a-rama" on a

budget resolution in April, although he acknowledged that timeline could slip by another week.

Following passage by both chambers of a budget resolution, the Committees of jurisdiction would be tasked with drafting the specific legislative language as directed by the resolution. As we have previously reported, whether through a single House reconciliation bill or two separate Senate bills, the overarching goals of the White House and Congressional GOP Leadership are to enact more spending on defense and border security, support additional oil and gas energy development, and extend the 2017 Jobs and Tax Cut Act, along with eliminating tax on overtime and tips, while looking for offsets and “pay-fors,” while also seeking to raise the debt ceiling. Of note, the need for Congress to address the debt ceiling in the coming months (either through reconciliation or as a standalone process) became even more apparent when the Congressional Budget Office (CBO) recently estimated that the U.S. is set to default on its debt in August or September unless Congress passes legislation to increase the debt ceiling.

Federal Emergency Management Agency (FEMA) INDEPENDENCE ACT OF 2025

In March, Congressman Jared Moskowitz (D-FL) (having previously served as the Director of the Florida Division of Emergency Management) and Congressman Byron Donalds (R-FL) introduced H.R. 2308 - *The FEMA Independence Act of 2025*. This bipartisan bill would move FEMA out of the Department of Homeland Security and establish FEMA as an independent Cabinet-level agency that reports directly to the President. The bill would require FEMA to be led by a Senate-confirmed director who must have demonstrated ability and knowledge of emergency management and homeland security, including no less than five years of executive leadership and management in the public and private sectors. Also, as a cabinet-level agency, it would have up to four deputy directors, along with ten regional directors selected by the FEMA Director. Overall, this legislation seeks to reform FEMA, rather than reduce it, by streamlining FEMA's emergency response functions, reducing bureaucratic delays, and refocusing the agency on its core mission of responding before, during, and after disaster events. The legislation comes as President Trump has expressed a desire to reduce FEMA and redirect more of its functions to the responsibilities of the States, and his Administration has launched a FEMA Review Council that will have its first meeting on April 24th. The bill has been referred to both the House Committee on Transportation and Infrastructure as well as the House Committee on Homeland Security and awaits further consideration.

Amtrak CEO Resigns

On March 16th, Amtrak President and CEO Stephen Gardner resigned his post amid criticism from the White House and calls for the full privatization of Amtrak. Transportation Secretary Sean Duffy had previously said in a statement that Amtrak needs to address safety concerns at Washington's Union Station. "It's time for Amtrak leadership to clean up Union Station," he said. "It's time to rid our nation's treasures of homelessness and crime. Commuters and travelers need to feel safe in our capital." The House Transportation and Infrastructure Committee plans this year to continue the debate and discussion surrounding

the future of Amtrak and incorporate new policy in the Surface Transportation Reauthorization.

President Trump Pulls Rep. Stefanik (R-NY) Nomination to be UN Ambassador

At the end of March, President Donald Trump announced he would withdraw the nomination of New York Rep. Elise Stefanik to be U.S. ambassador to the United Nations, citing a need for Republicans to keep the Congresswoman's seat amid narrow margins in the House. "With a very tight Majority, I don't want to take a chance on anyone else running for Elise's seat," President Trump posted on his Truth Social platform. House Republicans, who hold only a thin majority in the chamber, face increased vulnerability just two months into President Trump's second term as they try to get a budget reconciliation bill through to enact the President's agenda.

USDOT Works to Expediate 2024 Discretionary Grant Agreements

At the end of March, the USDOT began expediting grant agreements that align with President Trump's Executive Orders (EO's). USDOT Secretary Duffy has directed staff to obligate as many new grant agreements as possible and allows changes to grant summaries and/or applications for previously awarded funds to help conform those agreements to the current President Trump EOs. Secretary Duffy reiterated his commitment to expediting transportation funding during a Senate Environmental and Public Works Committee meeting on the upcoming Surface Transportation Reauthorization Act.

Republican Senators Introduce Bills that Would Restrict President Trump's Tariff Authority

Senate Republicans are growing concerned with President Donald Trump's approach to broad-spanning global tariffs. Just one day after President Trump's announcement of sweeping new tariffs, Republican senators released a pair of bills that would restrict President Trump's trade powers. Senators Grassley (R-IA) and Maria Cantwell released draft text that would restrict presidential trade powers, in part by requiring congressional approval of tariffs within 60 days. Similarly Senator Rand Paul (R-KY) introduced a bill to require congressional approval for the implementation of any tariffs. Paul was one of four Republican senators to vote with Democrats on Wednesday to pass a measure (SJ Res 37) that would roll back recent Canadian tariffs.