



Orange County Transportation Authority

Legislative and Communications Committee Agenda

Thursday, May 15, 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 Tettermer

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

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

In-Person Comment

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

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

LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

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 Tavoularis

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 (Items 2 through 5)

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

2. Approval of Minutes

Clerk of the Board

Recommendation(s)

Approve the minutes of the April 17, 2025 Legislative and Communications Committee meeting.

Attachments:

[Minutes](#)

3. Amendment to Agreement for Marketing Print Services

Jennifer O'Connor/Maggie McJilton

Overview

On June 27, 2022, the Orange County Transportation Authority Board of Directors approved an agreement with PGI-Pacific Graphics, Inc. to provide marketing print services for a three-year initial term with two, two-year option terms. Board of Directors' approval is requested to exercise the first option term effective July 1, 2025 through June 30, 2027.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-2-2288 between the Orange County Transportation Authority and PGI-Pacific Graphics, Inc., to exercise the first option term, in the amount of \$230,000, to continue providing marketing print services, effective July 1, 2025 through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$555,000.

LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

Attachments:

[Staff Report](#)

[Attachment A](#)

4. Amendment to Agreement for Public Information Marketing Program Services

Jennifer O'Connor/Maggie McJilton

Overview

On July 25, 2022, the Orange County Transportation Authority Board of Directors approved an agreement with Klein and Klein, Inc. to provide public information marketing program services for a three-year initial term with two, two-year option terms. Board of Directors' approval is requested to exercise the first option term effective July 1, 2025 through June 30, 2027.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-2-2313 between the Orange County Transportation Authority and Klein and Klein, Inc., to exercise the first option term, in the amount of \$350,000, to continue providing public information marketing program services, effective July 1, 2025 through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$731,000.

Attachments:

[Staff Report](#)

[Attachment A](#)

5. Amendment to Agreement for Bus Mural Application Services

Jennifer O'Connor/Maggie McJilton

Overview

On July 25, 2022, the Orange County Transportation Authority Board of Directors approved an agreement with JG Images, Inc. to provide bus mural application services for a three-year initial term with two, two-year option terms. Board of Directors' approval is requested to exercise the first option term effective July 1, 2025 through June 30, 2027.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-2-2317 between the Orange County Transportation Authority and JG Images, Inc., to exercise the first option term, in the amount of \$260,000, to continue providing bus mural application services, effective July 1, 2025 through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$610,000.

Attachments:

[Staff Report](#)

[Attachment A](#)

LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

Regular Calendar

6. State Legislative Status Report

Clara Brotcke/Kristin Jacinto

Overview

The Orange County Transportation Authority provides regular updates to the Legislative and Communications Committee on policy issues directly impacting its overall programs, projects, and operations. This report includes proposed principles for the reauthorization of the cap-and-trade program, a recommended position on legislation that would expand the definition of events qualifying for a state or local emergency, a summary on legislation supported by the Orange County Transportation Authority that would improve the state's permitting process for outdoor advertising displays along newly aligned highways, and a summary on a hearing pertaining to the Greenhouse Gas Reduction Fund. A verbal update on the fiscal year 2025-26 state budget proposal will be provided when this report is presented.

Recommendation(s)

- A. Adopt the proposed Principles for Cap-and-Trade Revenue Distribution Legislation and direct staff to take necessary and appropriate actions to inform and respond to legislative proposals.

- B. Adopt a SUPPORT position on AB 986 (Muratsuchi, D-Torrance), which would expand the definition of events qualifying for a state or local emergency to include landslides and preexisting climate conditions.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

LEGISLATIVE AND COMMUNICATIONS COMMITTEE MEETING AGENDA

7. Federal Legislative Status Report

Alexis Carter/Kristin Jacinto

Overview

The Orange County Transportation Authority regularly updates the Legislative and Communications Committee on policy and regulatory issues directly impacting the agency's programs, projects, and operations. This update provides an outline of the transportation impacts resulting from budget reconciliation negotiations following the recent agreement on a budget resolution, an overview of the Public Employees' Pension Reform Act of 2013 and its implications for federal transit grant certification, an update on a compliance letter issued by the United States Department of Transportation outlining requirements for continued eligibility for federal funding, and a summary of two congressional hearings: one pertaining to transit policies and programs and the other related to the Highway Trust Fund.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

Discussion Items

8. Fiscal Year 2025-26 Budget Workshop Follow-up

Victor Velasquez/Andrew Oftelie

Overview

Budget staff is available for follow-up questions, issues, or concerns that may have arisen at and/or since the budget workshop conducted with the Board of Directors on May 12, 2025.

9. Public Comments

10. Chief Executive Officer's Report

11. Committee Members' Reports

12. Adjournment

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

9:00 a.m. on Thursday, June 19, 2025

OCTA Headquarters

Board Room

550 South Main Street

Orange, California



Committee Members Present

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

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Gina Ramirez, Assistant Clerk of the Board
Allison Cheshire, Clerk of Board Specialist, Senior
Andrea West, Clerk of the Board
James Donich, General Counsel
OCTA Staff

Committee Members Absent

Fred Jung

Call to Order

The April 17, 2025 regular meeting of the Legislative and Communications Committee was called to order by Committee Chair Wagner at 9:02 a.m.

Special Calendar

1. Conference Call with State Legislative Advocate Moira Topp

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

No action was taken on this item.

Consent Calendar (Item 2)

2. Approval of Minutes

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

Regular Calendar

3. State Transit Transportation Task Force Update

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

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

4. State Legislative Status Report

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



Following a discussion, Recommendation C was added to staff's recommendations.

A motion was made by Committee Vice Chair Foley, seconded by Director Nguyen, 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.
- C. Adopt a SUPPORT IF AMENDED position on SB 741 (Blakespear, D-Encinitas) consistent with FY 2025-26 OCTA State Legislative Platform.

Directors Tavoularis and Tettermer voted in opposition of Recommendation C.

5. Federal Legislative Status Report

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

Discussion Items

6. Public Comments

There were no public comments.

7. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported on the following:

- The California Transportation Commission approved nearly \$10 million in state funding to support immediate protective measures.
- Interstate 5 South County Improvement Project dedication event.
- Lance Larson, former Executive Director of Government Relations, is retiring at the end of the month.

8. Committee Members' Reports

Committee Chair Wagner and Directors Foley and Nguyen thanked Mr. Larson for his service and wished him luck in the next chapter of his life.



9. Adjournment

The meeting adjourned at 10:46 a.m.

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

ATTEST

Gina Ramirez
Assistant Clerk of the Board



May 15, 2025

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Marketing Print Services

Overview

On June 27, 2022, the Orange County Transportation Authority Board of Directors approved an agreement with PGI-Pacific Graphics, Inc. to provide marketing print services for a three-year initial term with two, two-year option terms. Board of Directors' approval is requested to exercise the first option term effective July 1, 2025 through June 30, 2027.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-2-2288 between the Orange County Transportation Authority and PGI-Pacific Graphics, Inc. to exercise the first option term, in the amount of \$230,000, to continue providing marketing print services, effective July 1, 2025 through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$555,000.

Discussion

The Orange County Transportation Authority (OCTA) develops and implements transportation programs designed to reduce traffic congestion and improve air quality, in addition to funding and operating transit services. OCTA reaches out to Orange County residents and current bus customers with a variety of printed materials throughout the year to provide information and updates about OCTA's services and programs.

OCTA maintains an in-house printing facility that can accommodate short-run, four-color printed pieces up to a 13"x18" paper size. Occasionally the in-house printing facility cannot accommodate the workload or printing requirements needed, and these jobs are sent to an outside printer on an as-needed basis. Many direct mail campaigns are developed that require them to be sorted according to the United States Postal Service requirements prior to sending them

to the post office; therefore, an outside firm is needed to perform this task. Due to the limitations of the in-house printing facility, an outside printing and mail house fulfillment firm is needed to assist with higher volumes of printed materials to Orange County residents and OCTA customers.

PGI-Pacific Graphics, Inc. (PGI) currently provides the marketing print services that support OCTA marketing and communications programs under an agreement that is set to expire on June 30, 2025. In order to continue to provide these services, an amendment is required to exercise the first option term with PGI.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board of Directors' (Board)-approved policies and procedures for professional and technical services. On June 27, 2022, the Board approved the award of the agreement with PGI to provide marketing print services. The original agreement was awarded on a competitive basis and includes a three-year initial term in the amount of \$325,000 and two, two-year option terms.

The proposed Amendment No. 1 is to exercise the first option term through June 30, 2027, which will allow PGI to continue providing marketing print services. The budget for this amendment is \$230,000, which is based on current and anticipated usage for marketing print services. In accordance with the current agreement, the first option term rates for firm-fixed unit prices will remain the same as was originally negotiated. Exercising the option term will allow PGI to continue providing marketing print services through June 30, 2027.

Fiscal Impact

The project will be included in OCTA's Proposed Fiscal Year 2025-26 Budget, pending budget approval, People and Community Engagement Division, account nos. 1831-7519-A0001-PKW, 1837-7519-A3311-CRB, 1837-7519-A3311-1GI, 1837-7631-EA710-TQA, and 2147-7519-D4302-17V.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-2-2288 between the Orange County Transportation Authority and PGI-Pacific Graphics, Inc., to exercise the first option term, in the amount of \$230,000, to continue providing marketing print services effective July 1, 2025 through

June 30, 2027. This amendment will increase the maximum obligation of the agreement to a total contract value of \$555,000.

Attachment

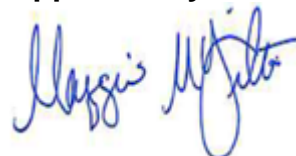
- A. PGI-Pacific Graphics, Inc., Agreement No. C-2-2288 Fact Sheet

Prepared by:



Jennifer O'Connor
Marketing Specialist, Principal
(714) 560-5369

Approved by:



Maggie McJilton
Executive Director,
People and Community Engagement
(714) 560-5824



Pia Veerapen
Director, Contracts Administration and
Materials Management
(714) 560-5619

**PGI-Pacific Graphics, Inc.
Agreement No. C-2-2288 Fact Sheet**

1. June 27, 2022, Agreement No. C-2-2288, \$325,000, for a three-year initial term with two, two-year option terms approved by the Board of Directors (Board).
 - PGI-Pacific Graphics, Inc. to provide marketing print services.
 - Three-year initial term effective July 1, 2022 through June 30, 2025, with two, two-year option terms.
2. May 27, 2025, Amendment No. 1 to Agreement No. C-2-2288, \$230,000, pending approval by the Board.
 - Exercise the first option term of the agreement effective July 1, 2025 through June 30, 2027.

Total committed to PGI-Pacific Graphics, Inc., under Agreement No. C-2-2288: \$555,000.



May 15, 2025

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Public Information Marketing Program Services

Overview

On July 25, 2022, the Orange County Transportation Authority Board of Directors approved an agreement with Klein and Klein, Inc. to provide public information marketing program services for a three-year initial term with two, two-year option terms. Board of Directors' approval is requested to exercise the first option term effective July 1, 2025 through June 30, 2027.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-2-2313 between the Orange County Transportation Authority and Klein and Klein, Inc. to exercise the first option term, in the amount of \$350,000, to continue providing public information marketing program services, effective July 1, 2025 through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$731,000.

Discussion

The Orange County Transportation Authority (OCTA) provides countywide bus service to an area covering approximately 752 square miles. Service includes local fixed-route, paratransit service, community routes, OC Bus Rapid, and Stationlink Metrolink rail feeder service. It is crucial to keep the public informed of transit services and to provide general, baseline communications to current and potential new OC Bus riders to help them navigate OCTA's bus system.

Ongoing customer education programs are necessary to provide awareness of services provided by OCTA to enhance and create a positive perception of the bus riding experience, as well as help identify efficiencies in bus operations and reduce potential costs associated with managing the customer call center. Public

information programs include general communications such as how to ride the bus, where to buy bus passes, information on OC ACCESS, changes to upcoming service changes, and awareness of the benefits of using smart cards and the mobile app.

To assist with the development and implementation of these general and baseline communications for OC Bus services, OCTA requires consultant support to provide various professional services to develop effective communication materials and tactics, including print and digital creative development, copywriting, design, and photography.

Klein and Klein, Inc. (Klein) is currently providing graphic design and production services in support of marketing and customer communications for bus and OCTA programs under an agreement that is set to expire on June 30, 2025. In order to continue to provide these services, an amendment is required to exercise the first option term with Klein.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board of Directors' (Board)-approved policies and procedures for professional and technical services. On July 25, 2022, the Board approved the award of the agreement with Klein to provide public information marketing program services. The original agreement was awarded on a competitive basis and includes a three-year initial term in the amount of \$381,000 and two, two-year option terms. This agreement has been previously amended as shown in Attachment A.

The proposed Amendment No. 3 is to exercise the first option term through June 30, 2027, which will allow Klein to continue providing public information marketing program services. The budget for this amendment is \$350,000, which is based on current and anticipated usage for public information marketing program services. An hourly rate escalation was negotiated in the original contract. However, staff from the Contracts Administration and Materials Management Department were able to negotiate with Klein to hold the initial term rates for the first year of the two-year first option term, resulting in an approximate cost savings of \$10,983. The first option term rates will remain the same as was originally negotiated for the second year of the first option term. Exercising the first option term will allow Klein to continue providing public information marketing program services through June 30, 2027.

Fiscal Impact

This project will be included in OCTA's Proposed Fiscal Year 2025-26 Budget, pending Board approval, People and Community Engagement Division, account nos. 1831-7519-A0001-PKW, 1837-7519-A3311-CRB, 1837-7519-A3311-1GI, 1837-7631-EA710-TQA, and 2147-7519-D4302-17V.

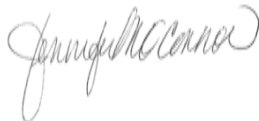
Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-2-2313 between the Orange County Transportation Authority and Klein and Klein, Inc., to exercise the first option term, in the amount of \$350,000, effective July 1, 2025 through June 30, 2027, to continue providing public information marketing program services. This amendment will increase the maximum obligation of the agreement to a total contract value of \$731,000.

Attachment

- A. Klein and Klein, Inc., Agreement No. C-2-2313 Fact Sheet

Prepared by:



Jennifer O'Connor
Marketing Specialist, Principal
(714) 560-5369

Approved by:



Maggie McJilton
Executive Director,
People and Community Engagement
(714) 560-5824



Pia Veasapen
Director, Contracts Administration and
Materials Management
(714) 560-5619

**Klein and Klein, Inc.
Agreement No. C-2-2313 Fact Sheet**

1. July 25, 2022, Agreement No. C-2-2313, \$381,000, for a three-year initial term with two, two-year option terms approved by the Board of Directors (Board).
 - Klein and Klein, Inc. to provide public information marketing program services.
 - Three-year initial term effective August 15, 2022 through June 30, 2025, with two, two-year option terms.
2. December 19, 2023, Amendment No. 1 to Agreement No. C-2-2313, \$0.00, approved by the Contracts Administration and Materials Management Department (CAMM).
 - Revise subcontractor.
3. September 19, 2024, Amendment No. 2 to Agreement No. C-2-2313, \$0.00, approved by CAMM.
 - Revise subcontractor.
4. May 27, 2025, Amendment No. 3 to Agreement No. C-2-2313, \$350,000, pending approval by the Board.
 - Exercise the first option term of the agreement effective July 1, 2025 through June 30, 2027.

Total committed to Klein and Klein, Inc., under Agreement No. C-2-2313: \$731,000.



May 15, 2025

To: Legislative and Communications Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Bus Mural Application Services

Overview

On July 25, 2022, the Orange County Transportation Authority Board of Directors approved an agreement with JG Images, Inc. to provide bus mural application services for a three-year initial term with two, two-year option terms. Board of Directors' approval is requested to exercise the first option term effective July 1, 2025 through June 30, 2027.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-2-2317 between the Orange County Transportation Authority and JG Images, Inc., to exercise the first option term, in the amount of \$260,000, to continue providing bus mural application services, effective July 1, 2025 through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$610,000.

Discussion

The Orange County Transportation Authority (OCTA) provides countywide bus service to an area covering approximately 752 square miles. Service includes local fixed-route, paratransit service, community routes, OC Bus Rapid, and Stationlink Metrolink rail feeder service. OCTA promotes OC Bus service to Orange County residents and current customers with various communications and marketing campaigns throughout the year, which requires bus interior and exterior advertisement printing and installation. OCTA requires an outside firm to provide these services, as they cannot be performed in-house.

JG Images, Inc. (JG Images) currently provides the printing of large format vinyl prints, installation of prints at each of the four OCTA bus bases, and removal of all advertisements at the end of the campaign under an agreement that is set to

expire on June 30, 2025. In order to continue to provide these services, an amendment is required to exercise the first option term with JG Images.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board of Directors' (Board)-approved policies and procedures for professional and technical services. On July 25, 2022, the Board approved the award of agreement with JG Images to provide bus mural application services. The original agreement was awarded on a competitive basis and includes a three-year initial term in the amount of \$350,000 and two, two-year option terms.

The proposed Amendment No. 1 is to exercise the first option term through June 30, 2027, which will allow JG Images to continue to provide bus mural application services. The budget for this amendment is \$260,000, which is based on current and anticipated usage for bus mural application services. In accordance with the current agreement, the option term rates will remain the same as was originally negotiated. Exercising the first option term will allow JG Images to continue providing bus mural application services through June 30, 2027.

Fiscal Impact

The project will be included in OCTA's Proposed Fiscal Year 2025-26 Budget, pending Board approval, People and Community Engagement Division, account nos. 1837-7519-A3311-CRB, 1837-7519-A3311-1GI, and 1837-7631-EA710-TQA.

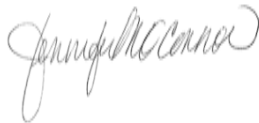
Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-2-2317 between the Orange County Transportation Authority and JG Images, Inc., to exercise the first option term in the amount of \$260,000, to continue providing bus mural application services effective July 1, 2025 through June 30, 2027. This amendment will increase the maximum obligation of the agreement to a total contract value of \$610,000.

Attachment

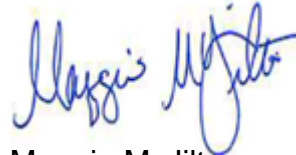
- A. JG Images, Inc., Agreement No. C-2-2317 Fact Sheet

Prepared by:



Jennifer O'Connor
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Approved by:



Maggie McJilton
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Pia Veasapen
Director, Contracts Administration and
Materials Management
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**JG Images, Inc.
Agreement No. C-2-2317 Fact Sheet**

1. July 25, 2022, Agreement No. C-2-2317, \$350,000, for a three-year initial term with two, two-year option terms approved by the Board of Directors (Board).
 - JG Images, Inc. to provide bus mural application services.
 - Three-year initial term effective August 15, 2022 through June 30, 2025, with two, two-year option terms.
2. May 27, 2025, Amendment No. 1 to Agreement No. C-2-2317, \$260,000, pending approval by the Board.
 - Exercise the first option term of the agreement effective July 1, 2025 through June 30, 2027.

Total committed to JG Images, Inc., under Agreement No. C-2-2317: \$610,000.



May 15, 2025

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

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

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. This report includes proposed principles for the reauthorization of the cap-and-trade program, a recommended position on legislation that would expand the definition of events qualifying for a state or local emergency, a summary on legislation supported by the Orange County Transportation Authority that would improve the state's permitting process for outdoor advertising displays along newly aligned highways, and a summary on a hearing pertaining to the Greenhouse Gas Reduction Fund. A verbal update on the fiscal year 2025–26 state budget proposal will be provided when this report is presented.

Recommendations

- A. Adopt the proposed Principles for Cap-and-Trade Revenue Distribution Legislation and direct staff to take necessary and appropriate actions to inform and respond to legislative proposals.
- B. Adopt a SUPPORT position on AB 986 (Muratsuchi, D-Torrance), which would expand the definition of events qualifying for a state or local emergency to include landslides and pre-existing climate conditions.

Discussion

Principles for Cap-and-Trade Reauthorization Legislation

The cap-and-trade program was established through state legislation as part of California's broader efforts to manage greenhouse gas emissions. The program originated with AB 32 (Chapter 488, Statutes of 2006), also known as the Global Warming Solutions Act of 2006. This law directed the California Air Resources Board (CARB) to implement strategies to reduce statewide emissions to 1990 levels, including the use of market-based mechanisms such as cap-and-trade.

Pursuant to AB 32, the program was initiated by CARB in 2012 through regulation but was scheduled to sunset in 2020. However, in 2017 the program was extended with AB 398 (Chapter 135, Statutes of 2017), which authorized CARB to continue operating cap-and-trade through 2030. This bill passed by a two-thirds vote of the Legislature.

Revenue generated through the sale of emissions allowances is deposited into the Greenhouse Gas Reduction Fund (GGRF), which supports a variety of programs throughout the State. While the primary purpose of the cap-and-trade program is to support emissions reductions, it also serves as a critical funding source for public transportation infrastructure and operations. The Orange County Transportation Authority (OCTA) has secured funding from the Transit and Intercity Rail Capital Program (TIRCP) to support major projects including the OC Streetcar and projects to protect the coastal rail corridor. Additionally, OCTA utilizes the Low Carbon Transit Operations Program (LCTOP) to implement the Youth Ride Free initiative, which expands access to transit for young residents across the county.

Given cap-and-trade is set to expire in 2030, the Governor and legislative leadership have recently signaled their intent to reach an agreement on the program's long-term structure during this legislative session. These discussions create an important opportunity for OCTA to help inform policy decisions that may impact how funding is distributed under the program, if it is reauthorized. To support this engagement, staff have developed a set of principles, included as Attachment A, to guide OCTA's participation in discussions surrounding the future of revenue distribution under any cap-and-trade program. These principles are intended to help inform legislative and administrative stakeholders while ensuring OCTA's priorities are clearly represented. They focus on protecting access to established transit funding sources, improving administrative efficiency, and promoting equitable distribution of funds across all regions through formula programs.

Specifically, the principles advocate for the continuation of key programs such as TIRCP and LCTOP. The recommended principles also support efforts to simplify program requirements and streamline funding processes to improve project delivery timelines and reduce administrative burden. In addition, the principles encourage the use of Cap-and-Trade revenues to help transit agencies comply with state zero-emission vehicle requirements, and recognize the importance of addressing local infrastructure needs, including climate adaptation projects along vulnerable segments of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor impacted by coastal erosion and sea-level rise.

While these principles do not endorse specific legislation, they are intended to shape and support OCTA's engagement as proposals develop and to ensure the agency is positioned to advocate for continued investment in regionally significant transportation solutions. This action is consistent with OCTA's

2025-26 State Legislative Platform principle to “Monitor efforts related to extending the State’s cap-and-trade program while ensuring that funding for regional transportation projects and programs are maintained.”

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

AB 986 would expand the circumstances under which a state or local emergency may be declared by explicitly including landslides and preexisting conditions exacerbated by climate change among qualifying events. Current law authorizes declarations of emergency when disasters or extreme perils threaten public safety, but the list of qualifying conditions does not specifically mention landslides or the worsening impacts of climate change. By formally recognizing these threats, AB 986 ensures that communities facing climate-related disasters, such as those triggered by unstable terrain or intensified coastal erosion, can more readily access emergency powers and assistance. The bill strengthens the ability of state and local governments to respond swiftly and decisively to emerging environmental hazards that require coordinated regional action.

AB 986 is particularly relevant to Orange County, where climate-driven landslides have repeatedly disrupted the LOSSAN Rail Corridor – an essential passenger and freight route along the coast. Since 2021, OCTA has been forced to respond to multiple emergencies that have closed the rail line for extended periods of time. These responses have included OCTA twice declaring an emergency and invest over \$37 million in stabilization efforts following landslides at Cyprus Shore, Casa Romantica, and Mariposa Point. These disruptions have suspended service for over a year cumulatively, impacted eight million annual passengers, resulting in \$14 million in losses for the LOSSAN Rail Corridor Agency. Despite securing \$305 million in state and federal funding for long-term resiliency, OCTA’s progress was delayed by regulatory challenges. AB 986 would clarify that landslides and worsening climate conditions qualify as emergencies, enabling agencies like OCTA to act more quickly to prevent future disruptions and safeguard public infrastructure.

This legislation is sponsored by the City of Rancho Palos Verdes. A SUPPORT position is consistent with OCTA’s 2025-26 State Legislative Platform principle to “Seek support for adaptation and resiliency efforts related to the environment for critical transportation infrastructure.” A thorough analysis and copy of the text of this legislation is included as Attachment B.

SB 364 (Strickland, R-Huntington Beach): Outdoor advertising displays: permits: new alignments.

SB 364 would streamline the permitting process for outdoor advertising displays by requiring the California Department of Transportation (Caltrans) to process permit applications once a highway segment is open for public use. Under current practice, Caltrans does not review advertising permit applications until an entire highway project is officially accepted as complete, even if portions of the highway

are already open and operational. This bill would prohibit Caltrans from delaying or denying permit applications for outdoor advertising displays along newly opened highway segments, regardless of whether the full project has reached formal acceptance.

This policy change is particularly relevant to Orange County, where cities have experienced challenges placing signage along newly opened highway segments due to delays in project acceptance. For example, segments of major transportation improvements like those along Interstate 405 have been open to traffic, but advertising permit applications have remained pending because the project had not yet reached formal completion.

These delays can hinder public awareness and commercial activity around new infrastructure and delay important revenue sources for local cities. SB 364 provides greater alignment between infrastructure delivery and regulatory procedures, ensuring that the placement of advertising displays does not fall behind public access to the roadway. Importantly, the bill maintains existing safety and operational requirements while reducing unnecessary procedural delays.

Consistent with the principle outlined in OCTA's 2025-26 State Legislative Platform principle to: "Support streamlined environmental review and permitting processes for transportation projects and programs to avoid potentially duplicative and unnecessary analysis, while still maintaining traditional environmental protections," a SUPPORT position has been taken on SB 364. OCTA's letter of support for SB 364 is included as Attachment C. The text of the bill is included as Attachment D.

Summary of Informational Hearing on the History and Future of the Greenhouse Gas Reduction Fund

On April 30, 2025, the Assembly Budget Subcommittee No. 4 on Climate Crisis, Resources, Energy, and Transportation held an informational hearing on the GGRF, supported by revenues from California's cap-and-trade program. The hearing focused on the fund's structure, effectiveness, and how it might be reshaped ahead of the program's potential reauthorization. Chair Bennett opened the hearing by reaffirming that GGRF should remain centered on reducing emissions and helping communities adapt to climate change. While acknowledging the Legislature's flexibility in spending these revenues, he cautioned against using the fund for purposes unrelated to climate and stressed the need to protect its core mission.

Testimony from the Legislative Analyst's Office (LAO) emphasized that two-thirds of GGRF revenues are continuously appropriated by statute, including for transit purposes, limiting annual budgetary oversight. The LAO recommended

that the Legislature revisit these ongoing commitments to ensure funding remains aligned with current policy goals. Testimony from Dr. Kyle Meng of UC Santa Barbara and Dr. Danny Cullenward of University of Pennsylvania echoed this call, urging lawmakers to reassess long-standing allocations, improve revenue predictability, and target investments toward under-supported technologies like carbon removal and grid storage.

Committee members expressed particular concern about the effectiveness and transparency of GGRF expenditures. Chair Bennett raised questions about whether programs like the TIRCP and the LCTOP should continue receiving automatic funding, emphasizing the need to prioritize operations and maintenance for existing transit systems. Assembly Member Petrie-Norris added that legacy allocations, such as the significant share currently directed to high-speed rail, should be re-evaluated, and stressed the importance of funding projects that are innovative, measurable, and capable of delivering scalable climate impact. Representatives from the California State Transportation Agency and Caltrans responded by outlining program safeguards and compliance requirements, while acknowledging the need for timely implementation and reporting.

The hearing highlighted broad agreement on the need to strengthen legislative oversight, revisit continuous appropriations, and ensure that GGRF remains responsive to California's evolving climate, infrastructure, and equity priorities. Further analysis and stakeholder engagement are expected as the Legislature considers future changes to the fund's structure and its role in supporting long-term climate goals.

Update on the Governor's Fiscal Year 2025-26 State Budget

The Governor's fiscal year (FY) 2025-26 budget proposal, otherwise known as the May Revision, is anticipated to be released by May 14, 2025. Due to the closeness of the release date to the submittal date of this staff report, staff were unable to conduct a full written analysis of the May Revision for inclusion in this report.

Accordingly, staff will provide a verbal update on the May Revision to the Legislative and Communications Committee, scheduled for May 15, 2025, summarizing key provisions and assessing potential impacts on transportation funding, programs, and related policy areas relevant to OCTA.

Summary

An overview of OCTA’s cap-and-trade revenue principles is provided, along with a recommended position on emergency-related legislation and a summary of supported legislation about outdoor advertising permitting. Summaries are included on a Greenhouse Gas Reduction Fund hearing and the FY 2025–26 state budget proposal.

Attachments

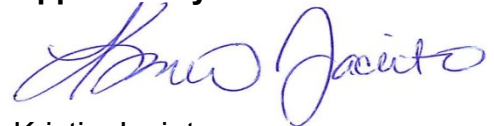
- A. Orange County Transportation Authority Cap-and-Trade Principles
- B. AB 986 (Muratsuchi, D-Torrance) Bill Analysis with Bill Language
- C. Letter from Doug Chaffee, Chair, Orange County Transportation Authority, to the Honorable Tony Strickland, Senator, California State Senate, dated April 17, 2025, re: SB 364 (Strickland) – SUPPORT
- D. SB 364 (Strickland, R-Huntington Beach) Bill Language
- E. Orange County Transportation Authority Legislative Matrix

Prepared by:



Clara Brotcke
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Approved by:



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Executive Director,
Government Relations
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Orange County Transportation Authority Cap-and-Trade Principles

- Support the continuation of existing Greenhouse Gas Reduction Fund investments in transit capital and operations programs, such as the Transit and Intercity Rail Capital Program and the Low Carbon Transit Operations Program. Oppose any proposals that would divert existing funding away from effective regional use.
- Encourage use of cap-and-trade revenues to help meet state zero-emission vehicle mandates for transit.
- Support efforts to reduce the administrative complexity of cap-and-trade programs to ensure timely and predictable distribution of funds. Streamlined processes help agencies deliver projects more efficiently and minimize overhead.
- Support a dedicated increase in cap-and-trade funding for capital projects of regional significance, with a focus on connectivity and bookend rail investments that strengthen both local and interregional infrastructure.
- Increase formula-based transit operations funding to aid in the recovery, stabilization, and expansion of transit and rail services.
- Support adjustments to the Affordable Housing and Sustainable Communities Program to ensure transportation projects receive consideration.
- Maximize formula-based distribution of cap-and-trade revenues for transportation purposes to support regional transportation needs and support locally-driven solutions to serve communities effectively.
- Support dedicated allocations of cap-and-trade revenues for projects related to climate adaptation, such as transportation projects along the Los Angeles – San Diego – San Luis Obispo Rail Corridor, particularly those addressing coastal erosion, sea-level rise, and extreme weather impacts.

BILL: AB 986 (Muratsuchi, D-Torrance)
Introduced February 20, 2025
Amended March 24, 2025

SUBJECT: AB 986 would expand the definition of events qualifying for a state or local emergency to include landslides and preexisting conditions exacerbated by climate change

STATUS: Pending in Assembly Committee on Appropriations
Passed Assembly Committee on Emergency Management (6-0)

SUMMARY AS OF APRIL 30, 2025:

AB 986 would expand the definition of events qualifying for a state or local emergency to include landslides and preexisting conditions exacerbated by climate change. Under existing law, the California Emergency Services Act outlines when emergencies can be declared but does not explicitly identify landslides or climate change impacts as qualifying conditions. AB 986 addresses this gap by ensuring that emergencies tied to environmental instability and climate-driven disasters are clearly covered under California’s emergency response framework.

This bill does not create new authorities or mandates but clarifies that state and local governments have the ability to respond proactively when landslides or climate-exacerbated conditions threaten public safety, property, or critical infrastructure. This clarification would allow local agencies to access emergency resources, streamline response efforts, and coordinate more effectively across jurisdictions when facing these types of natural disasters.

EFFECTS ON ORANGE COUNTY:

Orange County’s coastal region, particularly along the Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor in San Clemente, has experienced repeated disruptions due to landslides worsened by climate change impacts such as sea level rise, heavy rainfall, and coastal erosion. The Orange County Transportation Authority (OCTA), which owns and maintains over 40 miles of the LOSSAN Rail Corridor in Orange County—including a vulnerable seven-mile stretch along the shoreline—has declared multiple emergencies in recent years in response to ongoing threats.

Since 2021, landslides have forced extended service suspensions and emergency stabilization work. Major incidents include track movement at Cyprus Shore in 2021 and 2022, a landslide at Casa Romantica in April 2023 that prompted construction of a 250-foot-long catchment wall, and a January 2024 landslide at Mariposa Point that damaged infrastructure and required the installation of a 200-foot wall to resume service. Despite these efforts, debris continues to accumulate behind existing barriers, and additional slides between January 2024 and 2025 signal persistent instability.

The effects of these disruptions are wide-ranging: over eight million annual passengers on Amtrak Pacific Surfliner, Metrolink, and COASTER trains are affected, along with \$1 billion in freight traffic and Department of Defense military logistics. Cumulatively, rail service has been shut down for more than a year, resulting in over \$14 million in lost revenue for the LOSSAN Rail Corridor Agency and \$37 million in emergency response costs by OCTA. In addition to the financial impact, service unreliability has eroded public confidence in the rail system.

To address this urgent threat, OCTA completed a Coastal Rail Resiliency Study in 2023, identifying four high-risk areas in San Clemente requiring immediate reinforcement through slope stabilization, sand nourishment, and armoring. Although OCTA has secured \$305 million in state and federal funds, regulatory delays—particularly around emergency permitting—have significantly hindered timely project implementation.

AB 986 directly supports Orange County’s ability to respond to these threats by clarifying that landslides and climate change-induced hazards qualify as emergencies under California law. This clarification strengthens the legal foundation for emergency declarations and streamlines the ability of local agencies to obtain expedited permits, unlock emergency resources, and implement life- and infrastructure-saving measures before catastrophic failures occur. By eliminating ambiguity in emergency definitions, AB 986 enables OCTA and similar agencies to act more decisively in the face of escalating climate risks, protect critical rail infrastructure, and maintain regional mobility and economic continuity.

This legislation is sponsored by the City of Rancho Palos Verdes. A SUPPORT position is consistent with OCTA’s 2025-26 State Legislative Platform principle to “Seek support for adaptation and resiliency efforts related to the environment for critical transportation infrastructure.”

OCTA POSITION:

Staff recommends: SUPPORT

AMENDED IN ASSEMBLY MARCH 24, 2025

CALIFORNIA LEGISLATURE—2025–26 REGULAR SESSION

ASSEMBLY BILL

No. 986

Introduced by Assembly Member Muratsuchi

February 20, 2025

An act to amend Section 8558 of the Government Code, relating to emergency services.

LEGISLATIVE COUNSEL'S DIGEST

AB 986, as amended, Muratsuchi. State of ~~emergency~~: *emergency and local emergency: landslides and climate change.*

Existing law, 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. Existing law defines 3 conditions or degrees of emergency for purposes of these provisions.

This bill would ~~make nonsubstantive changes to those provisions.~~ *additionally include a landslide and preexisting conditions exacerbated by climate change among those conditions constituting a state of emergency or local emergency.*

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

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

1 SECTION 1. Section 8558 of the Government Code is amended
2 to read:

3 8558. Three conditions or degrees of emergency are established
4 by this chapter:

5 (a) “State of war emergency” means the condition that exists
6 immediately, with or without a proclamation by the Governor,
7 whenever this state or nation is attacked by an enemy of the United
8 States, or upon receipt by the state of a warning from the federal
9 government indicating that an enemy attack is probable or
10 imminent.

11 (b) “State of emergency” means the duly proclaimed existence
12 of conditions of disaster or of extreme peril to the safety of persons
13 and property within the state caused by conditions, including air
14 pollution, fire, flood, storm, epidemic, riot, drought, *landslide*,
15 cyberterrorism, sudden and severe energy shortage, electromagnetic
16 pulse attack, plant or animal infestation or disease, the Governor’s
17 warning of an earthquake or volcanic prediction, or an earthquake,
18 *or preexisting conditions exacerbated by climate change*, or other
19 conditions, other than conditions resulting from a labor controversy
20 or conditions causing a “state of war emergency,” that by reason
21 of their magnitude, are or are likely to be beyond the control of
22 the services, personnel, equipment, and facilities of any single
23 county, city and county, or city and require the combined forces
24 of a mutual aid region or regions to combat, or with respect to
25 regulated energy utilities, a sudden and severe energy shortage
26 requires extraordinary measures beyond the authority vested in
27 the Public Utilities Commission.

28 (c) (1) “Local emergency” means the duly proclaimed existence
29 of conditions of disaster or of extreme peril to the safety of persons
30 and property within the territorial limits of a county, city and
31 county, or city, caused by conditions, including air pollution, fire,
32 flood, storm, epidemic, riot, drought, *landslide*, cyberterrorism,
33 sudden and severe energy shortage, deenergization event,
34 electromagnetic pulse attack, plant or animal infestation or disease,
35 the Governor’s warning of an earthquake or volcanic prediction,
36 or an earthquake, *or preexisting conditions exacerbated by climate*
37 *change*, or other conditions, other than conditions resulting from
38 a labor controversy, that are or are likely to be beyond the control

1 of the services, personnel, equipment, and facilities of that political
2 subdivision and require the combined forces of other political
3 subdivisions to combat, or with respect to regulated energy utilities,
4 a sudden and severe energy shortage or deenergization event that
5 requires extraordinary measures beyond the authority vested in
6 the Public Utilities Commission.

7 (2) A local emergency proclaimed as the result of a
8 deenergization event does not trigger the electric utility obligations
9 set forth in Public Utilities Commission Decision 19-07-015 or its
10 successor decisions as related to deenergization events. A local
11 emergency proclaimed as the result of a deenergization event does
12 not alter the electric utilities' Public Utilities Commission-approved
13 cost-recovery mechanisms for their own costs associated with
14 deenergization events.



AFFILIATED AGENCIES

*Orange County
Transit District*

*Local Transportation
Authority*

*Service Authority for
Freeway Emergencies*

*Consolidated Transportation
Service Agency*

*Congestion Management
Agency*

April 17, 2025

The Honorable Tony Strickland
California State Senate
1021 O Street, Suite 6730
Sacramento, California 95814

Subject: **SB 364 (Strickland) – SUPPORT**

Dear Senator Strickland:

The Orange County Transportation Authority (OCTA) Board of Directors is pleased to support SB 364, which would improve the state’s permitting process for outdoor advertising displays along newly aligned highways. The bill offers thoughtful clarification that supports more efficient coordination between infrastructure delivery and permitting timelines.

Under current regulations, the California Department of Transportation (Caltrans) is not required to process applications for advertising displays along a new highway alignment until the project is officially accepted as complete. However, many highway segments open to the public for vehicular travel well before final project acceptance occurs. This gap between public use and permit eligibility can create avoidable delays in placing signage, even when the roadway is fully operational.

SB 364 provides a practical solution by requiring Caltrans to process permit applications once a highway segment is open for public use, regardless of whether the overall project has reached formal completion. Some cities in Orange County have encountered delays under current practice when seeking to place signage along newly opened highway segments, despite those segments already serving the public. This bill helps address those concerns by ensuring that existing infrastructure is not hindered by procedural timing issues. OCTA views this legislation as a reasonable step toward aligning policy with practice while preserving all relevant safety and operational standards.

A SUPPORT position aligns with OCTA’s 2025-26 State Legislative Platform principle to “support streamlined environmental review and permitting processes for transportation projects and programs to avoid potentially duplicative and unnecessary analysis, while still maintaining traditional environmental protections.”

The Honorable Tony Strickland

April 17, 2025

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If you or your staff have any questions, please contact Kristin Jacinto, Executive Director of Government Relations, at (714) 560-5754 or kjacinto@octa.net.

Sincerely,

A handwritten signature in blue ink that reads "Doug Chaffee". The signature is fluid and cursive, with the first name "Doug" and last name "Chaffee" clearly legible.

Doug Chaffee
Chair

DC:cb

c: Members, Orange County State Legislative Delegation
Darrell E. Johnson, Chief Executive Officer
Topp Strategies

AMENDED IN SENATE MARCH 26, 2025

SENATE BILL

No. 364

Introduced by Senator ~~Jones~~ Strickland

February 13, 2025

~~An act to amend Section 101.6 of the Business and Professions Code, relating to professions and vocations. An act to add Section 5367 to the Business and Professions Code, relating to outdoor advertising.~~

LEGISLATIVE COUNSEL'S DIGEST

SB 364, as amended, ~~Jones~~ Strickland. ~~Professions and vocations. Outdoor advertising displays: permits: new alignments.~~

The Outdoor Advertising Act regulates placement of advertising displays adjacent to and within specified distances of highways that are part of the national system of interstate and defense highways and federal-aid highways. The act prohibits a person, as defined, from placing an advertising display within the areas affected by the act without a permit. The act authorizes the Director of Transportation to adopt regulations for the enforcement of the act. Pursuant to that authority, existing regulations only require the Department of Transportation to process an application for placing a new advertising display along a new alignment of an interstate or primary highway if the application is accepted on or after the date that the department accepts the highway project for the new alignment as complete.

This bill would prohibit the department from denying or delaying the approval of a permit application for a new advertising display along a portion of a new alignment of an interstate or primary highway on the basis that the highway project has not been accepted as complete if the portion of highway is open to the use of the public for vehicular travel.

Under existing law, the Department of Consumer Affairs is composed of various boards, bureaus, and commissions that license and regulate the practice of various professions and vocations:

Existing law provides that these entities are established to ensure that those private businesses and professions deemed to engage in activities that have potential impact upon the public health, safety, and welfare are adequately regulated to protect the people of California, as prescribed:

This bill would make nonsubstantive changes to those provisions:

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

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

1 SECTION 1. Section 5367 is added to the Business and
2 Professions Code, immediately following Section 5366, to read:

3 5367. The department shall not deny or delay the approval of
4 a permit application for a new advertising display along a portion
5 of a new alignment of an interstate or primary highway on the
6 basis that the highway project has not been accepted by the
7 department as complete if the portion of highway is open to the
8 use of the public for vehicular travel.

9 SECTION 1. ~~Section 101.6 of the Business and Professions~~
10 Code is amended to read:

11 101.6. ~~(a) The boards, bureaus, and commissions in the~~
12 department are established to ensure that those private businesses
13 and professions deemed to engage in activities that have potential
14 impact upon the public health, safety, and welfare are adequately
15 regulated to protect the people of California:

16 ~~(b) To this end, the boards, bureaus, and commissions establish~~
17 minimum qualifications and levels of competency and license
18 persons desiring to engage in the occupations they regulate upon
19 determining that those persons possess the requisite skills and
20 qualifications necessary to provide safe and effective services to
21 the public, or register or otherwise certify persons in order to
22 identify practitioners and ensure performance according to set and
23 accepted professional standards. They provide a means for redress
24 of grievances by investigating allegations of unprofessional
25 conduct, incompetence, fraudulent action, or unlawful activity
26 brought to their attention by members of the public and institute

1 ~~disciplinary action against persons licensed or registered under~~
2 ~~this code when that action is warranted. In addition, they conduct~~
3 ~~periodic checks of licensees, registrants, or otherwise certified~~
4 ~~persons in order to ensure compliance with the relevant sections~~
5 ~~of this code.~~



Orange County Transportation Authority Legislative Matrix

**2025 State Legislation Session
May 15, 2025**

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
BILLS WITH POSITIONS			
<p>► AB 334 (Petrie-Norris – D) Operators of toll facilities: interoperability programs: vehicle information</p>	<p>Would authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle’s use of the toll facility that is intended to implement interstate interoperability.</p>	<p>INTRODUCED: 01/28/25 LOCATION: Assembly Committee on Privacy and Consumer Protection HEARING: 05/06/25 STATUS: 03/25/25 In ASSEMBLY. Re-referred to Committee on Privacy and Consumer Protection</p>	<p>Support Support: Transportation Corridor Agencies (sponsor), Metropolitan Transportation Commission (MTC), Orange County Business Council, San Bernardino County Transportation Authority</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 394 (Wilson – D) Public transportation providers.</p>	<p>Expands battery protections to all public transportation employees and clarifies that transit agencies and <i>their legal representatives</i> can seek <i>temporary</i> restraining orders in cases of workplace violence, harassment, or threats.</p>	<p>INTRODUCED: 02/03/25 LOCATION: <i>Assembly Committee on Appropriations</i> HEARING: 04/30/25 STATUS: 04/24/25 <i>In ASSEMBLY. Referred to Committee on Appropriations.</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, California Association for Coordinated Transportation (CALACT)</p> <p>Oppose: ACLU California Action, Los Angeles County Public Defenders Association</p>
<p>► AB 986 (Muratsuchi – D) <i>State of emergency and local emergency: landslides and climate change.</i></p>	<p><i>Expands the definition of events qualifying for a state or local emergency to include landslides and preexisting conditions exacerbated by climate change.</i></p>	<p>INTRODUCED: 02/21/25 LOCATION: <i>Assembly Appropriations Committee</i> STATUS: 04/29/25 <i>In ASSEMBLY. Referred to Committee on Appropriations.</i></p>	<p>STAFF RECOMMENDS SUPPORT</p> <p><i>Support: City of Rancho Palos Verdes (sponsor), League of California Cities, County Sanitation Districts of Los Angeles County</i></p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 1070 (Ward – D) Transit districts: governing boards: compensation: nonvoting members</p>	<p>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.</p>	<p>INTRODUCED: 03/17/25 LOCATION: Assembly Committee on Local Government</p> <p>STATUS: 04/23/25 <i>In ASSEMBLY. Hearing canceled at the request of author.</i></p>	<p>Oppose (partial list)</p> <p>Oppose: CTA, Los Angeles County Metropolitan Transportation Authority (LA Metro), CALACT, Long Beach Transit, California Special Districts Association,</p> <p><i>Support: Move LA, Streets for All, California Teamsters Public Affairs Council</i></p>
<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: Senate <i>Appropriations Suspense File</i></p> <p>STATUS: 04/28/25 <i>In SENATE. April 28 hearing: Placed on Appropriations suspense file.</i></p>	<p>Support (partial list)</p> <p>Support: CTA (co-sponsor), SPUR (co-sponsor), Bay Area Council (co-sponsor), LA Metro, MTC</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 364 (Strickland – R) Outdoor advertising displays: permits: new alignments.</p>	<p><i>Would streamline the permitting process for outdoor advertising displays along newly aligned highways.</i></p>	<p>INTRODUCED: 02/13/2025 LOCATION: Senate Committee on Appropriations STATUS: 04/29/25 <i>In SENATE. Referred to Committee on Appropriations.</i></p>	<p><i>Support</i> <i>Support: California State Outdoor Advertising Association, League of California Cities, City of Fountain Valley</i></p>
<p>► SB 741 (Blakespear – D) Coastal resources: coastal development permit: exemption: Los Angeles – San Diego – San Luis Obispo Rail Corridor.</p>	<p><i>Would expand the existing exemption from the California Coastal Act's coastal development permitting process to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles – San Diego – San Luis Obispo Rail Corridor.</i></p>	<p>INTRODUCED: 02/21/25 LOCATION: Senate Committee on Appropriations HEARING: 05/05/25 STATUS: 04/25/25 <i>In SENATE. Referred to Committee on Appropriations.</i></p>	<p><i>Support if amended</i> <i>Support: County of Orange, Association of California Cities Orange County, Metrolink</i> <i>Support if amended: Supervisor Katrina Foley, Vice-Chair of the Orange County Board of Supervisors</i> <i>Oppose: Sierra Club California</i></p>

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

BILLS BEING MONITORED

AB 10 (Essayli.) 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: 04/24/2025 - In committee: Set, first hearing. Failed passage.

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

Last Amended: 04/08/2025

Status: 04/23/2025 - In committee: Set, first hearing. Held without recommendation.

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, the Give San Diego Rural Communities a Voice Act, 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

Last Amended: 04/21/2025

Status: 04/22/2025 - Re-referred to Com. on NAT. RES.

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. 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. By imposing new duties on a lead agency, this bill would create a state-mandated local program. The bill would repeal these provisions on January 1, 2036. This bill contains other related provisions and other existing laws.

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.

Calendar: 04/29/25 A-JUDICIARY 8 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

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

Last Amended: 04/21/2025

Status: 04/22/2025 - Read second time. Ordered to third reading.

Calendar: 04/28/25 #61 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 04/22/2025 - Assembly THIRD READING

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

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

Introduced: 01/17/2025

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: 04/21/2025

Status: 04/24/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 23). Re-referred to Com. on APPR.

Location: 04/24/2025 - Assembly Appropriations

Summary: 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, to petition PERB to vindicate prescribed rights, as specified. The bill would specify who is an authorized worker, including an individual who petitions the National Labor Relations Board to vindicate their rights to full freedom of association, self-organization, or designation of representatives of their own choosing but has not received a determination or remedy within specified statutory timeframes. 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. The bill would establish the Public Employment Relations Board Enforcement Fund (fund) in the State Treasury, require the above-described civil penalties to be deposited into the fund, and would make moneys in the fund available upon appropriation by the Legislature for PERB to fund increased workload. The bill would make related findings and declarations and make its provisions severable.

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

Introduced: 01/22/2025

Last Amended: 03/24/2025

Status: 04/08/2025 - Coauthors revised. From committee: Do pass and re-refer to Com. on P. & C.P. (Ayes 15. Noes 0.) (April 7). Re-referred to Com. on P. & C.P.

Calendar: 05/01/25 A-PRIVACY AND CONSUMER PROTECTION Upon adjournment of Session - State Capitol, Room 437 BAUER-KAHAN, REBECCA, Chair

Location: 04/07/2025 - Assembly Privacy and Consumer Protection

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. Existing 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) Affordable Housing and Sustainable Communities Program: project eligibility.

Introduced: 01/23/2025

Last Amended: 04/10/2025

Status: 04/21/2025 - Re-referred to Com. on NAT. RES. Re-referred to Com. on TRANS. pursuant to Assembly Rule 96.

Calendar: 04/28/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

Location: 04/21/2025 - Assembly Transportation

Summary: Current law specifies the types of projects eligible for funding under the Affordable Housing and Sustainable Communities Program, including, among others, transit capital projects, active transportation capital projects, and transit-oriented development projects, as provided. This bill would expressly include certain transit capital projects, active transportation capital projects, and transit-oriented development projects near planned high-speed rail stations as eligible for funding under the 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.

Calendar: 05/06/25 A-PRIVACY AND CONSUMER PROTECTION 1:30 p.m. - State Capitol, Room 437 BAUER-KAHAN, REBECCA, Chair

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: 04/23/2025 - In committee: Set, first hearing. Referred to suspense file.

Location: 04/23/2025 - Assembly APPR. SUSPENSE FILE

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: 04/07/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.

Calendar: 04/30/25 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.

Calendar: 04/28/25 A-NATURAL RESOURCES 2:30 p.m. - State Capitol, Room 437 BRYAN, ISAAC, Chair

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: 04/24/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 75. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 04/24/2025 - Senate Rules

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: 04/07/2025

Status: 04/22/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 21). Re-referred to Com. on APPR.

Location: 04/22/2025 - Assembly Appropriations

Summary: Current law establishes a prima facie speed limit of 25 miles per hour when approaching or passing a school building or grounds contiguous to a highway or when the school grounds are not separated from the highway, as specified. Current law authorizes a local authority, by ordinance or resolution, to reduce the prima facie speed limit based on an engineering and traffic survey, as specified. This bill would, notwithstanding the above provision and until January 1, 2029, authorize a local authority, by ordinance or resolution, to determine and declare a prima facie speed limit of 20 miles per hour in a school zone. The bill would, beginning on January 1, 2029, 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.

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

Introduced: 02/03/2025

Last Amended: 03/11/2025

Status: 04/10/2025 - Read second time. Ordered to third reading.

Calendar: 04/28/25 #45 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 04/10/2025 - Assembly THIRD READING

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: 04/23/2025

Status: 04/24/2025 - Re-referred to Com. on APPR.

Calendar: 04/30/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/22/2025 - Assembly Appropriations

Summary: Current law defines a battery as any willful and unlawful use of force or violence upon the person of another. 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 apply to an employee, public transportation provider, or contractor of a public transportation provider.

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

Introduced: 02/04/2025

Status: 04/09/2025 - In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 04/09/2025 - Assembly APPR. SUSPENSE FILE

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.

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: 04/24/2025 - Read second time. Ordered to Consent Calendar.

Calendar: 04/28/25 #108 A-CONSENT CALENDAR 1ST DAY-ASSEMBLY BILLS

Location: 04/23/2025 - Assembly CONSENT CALENDAR

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: 04/02/2025

Status: 04/03/2025 - 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: 04/10/2025 - Read second time. Ordered to third reading.

Calendar: 04/28/25 #46 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 04/10/2025 - Assembly THIRD READING

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: 04/10/2025

Status: 04/23/2025 - In committee: Set, first hearing. Referred to suspense file.

Location: 04/23/2025 - Assembly APPR. SUSPENSE FILE

Summary: Current law authorizes the State Department of Public Health to establish the Office of Suicide Prevention. Current law authorizes the office, 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 work with the Department of Transportation to identify cost-effective strategies to reduce suicides and suicide attempts on the state's bridges and roadways.

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

Introduced: 02/06/2025

Status: 04/22/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (April 21). Re-referred to Com. on APPR.

Location: 04/21/2025 - Assembly Appropriations

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: 04/23/2025 - Re-referred to Coms. on N.R. & W. and HOUSING.

Location: 04/23/2025 - Senate Natural Resources and Water

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 544 (Davies, R) Electric bicycles: required equipment.

Introduced: 02/11/2025

Last Amended: 03/24/2025

Status: 04/08/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 16. Noes 0.) (April 7). Re-referred to Com. on APPR.

Calendar: 04/30/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/07/2025 - Assembly Appropriations

Summary: Current law requires a bicycle operated during darkness on a highway, sidewalk, or bikeway to be equipped with, among other things, a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. Current law defines "bicycle" for these purposes to, among other things, include an electric bicycle. 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 categorizes electric bicycles into 3 classes. A violation of the provisions relating to the requirements for equipping a bicycle or an electric bicycle is punishable as an infraction. This bill would require an electric bicycle during all hours to be equipped with a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.

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

Introduced: 02/11/2025

Last Amended: 03/24/2025

Status: 04/08/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 16. Noes 0.) (April 7). Re-referred to Com. on APPR.

Calendar: 04/30/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/07/2025 - Assembly Appropriations

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: 04/23/2025

Status: 04/24/2025 - Re-referred to Com. on APPR.

Location: 04/22/2025 - Assembly Appropriations

Summary: The California Emergency Services Act establishes the Office of Emergency Services within the office of the Governor, under the charge of a Director of Emergency Services appointed by the Governor. The act and other current laws set forth the duties and authority of the office and the director, with respect to specified emergency preparedness, mitigation, and response activities within the state. This bill would require the office, in collaboration with host counties, 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.

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.

Calendar: 04/28/25 A-NATURAL RESOURCES 2:30 p.m. - State Capitol, Room 437 BRYAN, ISAAC, Chair

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

Last Amended: 04/24/2025

Status: 04/24/2025 - Read second time and amended. Ordered returned to second reading.

Calendar: 04/28/25 #3 A-SECOND READING FILE -- ASSEMBLY BILLS

Location: 04/24/2025 - Assembly SECOND READING

Summary: The California Public Employees' Pension Reform Act of 2013 (PEPRA) on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with PEPRA, as specified. 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 authorize a public employer, as defined, to bargain over contributions for supplemental retirement benefits administered by, or on behalf of, an exclusive bargaining representative of one or more of the public employer's bargaining units, subject to the limitations specified above.

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

Introduced: 02/12/2025

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

Calendar: 04/28/25 A-EMERGENCY MANAGEMENT 2:30 p.m. - State Capitol, Room 444 RANSOM, RHODESIA, Chair

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: 04/24/2025 - Read second time. Ordered to third reading.

Calendar: 04/28/25 #84 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 04/24/2025 - Assembly THIRD READING

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.

Calendar: 04/30/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

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) Fire prevention projects: California Environmental Quality Act: coastal development permits: exemptions.

Introduced: 02/13/2025

Last Amended: 04/21/2025

Status: 04/22/2025 - 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 500 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. The bill would also exempt an electrical grid resilience or hardening project from the requirements of CEQA. Because a lead agency would be required to determine whether a project qualifies for these exemptions, 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 699 (Stefani, D) Elections: local tax measures.

Introduced: 02/14/2025

Last Amended: 04/01/2025

Status: 04/07/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.

Calendar: 04/30/25 A-ELECTIONS 9 a.m. - State Capitol, Room 444 PELLERIN, GAIL, Chair

Location: 03/03/2025 - Assembly Elections

Summary: Under current law, if a proposed local measure imposes a tax or raises the rate of a tax, the ballot must include the amount of money to be raised annually by the tax and the rate and duration of the tax. If the measure imposes or increases a tax with more than one rate or authorizes the issuance of bonds, this bill would allow the local government or initiative proponents submitting the measure to the voters to direct the elections official to include on the ballot a statement directing the voters to the voter guide for tax rate information, in lieu of providing the information described above. If the local government or initiative proponents choose to direct voters to the voter guide, the bill would require local elections officials to mail a measure information statement with the sample ballot for the election. The bill would require the measure information statement to include, among other things, a description of the purpose of the tax and how the revenue will be spent, a list of all tax rates expected to apply, and the duration of the tax.

AB 719 (Calderon, D) County emergency plans.

Introduced: 02/14/2025

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

Calendar: 04/28/25 A-EMERGENCY MANAGEMENT 2:30 p.m. - State Capitol, Room 444 RANSOM, RHODESIA, Chair

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: State Energy Resources Conservation and Development Commission: powerplants: power lines: applications.

Introduced: 02/18/2025

Last Amended: 04/21/2025

Status: 04/22/2025 - Re-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: 03/28/2025 - Assembly Water, Parks and Wildlife

Summary: Current law vests the State Energy Resources Conservation and Development Commission with the power to certify locations on which an electrical transmission line or thermal powerplant is constructed, or is proposed to be constructed, except as provided. Current law authorizes the commission to exempt from certification a thermal powerplant with a generating capacity of up to 100 megawatts, and modifications to existing generating facilities that do not add capacity in excess of 100 megawatts, if the commission finds that no substantial adverse impact on the environment or energy resources will result from the construction or operation of the proposed facility or from the modifications. This bill would require any biological resources data submitted to the commission in an application for certification or small powerplant exemption pursuant to the above-described provisions to be made publicly available on the commission's docket as part of the certification proceeding unless the Department of Fish and Wildlife makes a written determination that the data to be made public includes specified location data, the disclosure of which would pose a significant risk to individuals of the species.

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

Introduced: 02/18/2025

Last Amended: 04/24/2025

Status: 04/24/2025 - From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.

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

Location: 03/10/2025 - Assembly Local Government

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

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

Introduced: 02/19/2025

Last Amended: 04/10/2025

Status: 04/23/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (April 22). Re-referred to Com. on APPR.

Location: 04/23/2025 - Assembly Appropriations

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. Current law defines “local agency” for these purposes as a city, county, or city and county. This bill would recast these provisions by instead requiring a city, county, or city and county to comply with the above-described domain requirements and by deleting the term “local agency” from the above-described provisions. The bill would also require a special district, joint powers authority, or other political subdivision to comply with similar domain requirements no later than January 1, 2031.

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

Introduced: 02/19/2025

Last Amended: 04/09/2025

Status: 04/22/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 21). Re-referred to Com. on APPR.

Location: 04/22/2025 - Assembly Appropriations

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 with a ratepayer base of 5,000 households or fewer 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 and to notify the public utility district at each stage of a project that necessitates the relocation or removal of the public utility district’s 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

Last Amended: 04/24/2025

Status: 04/24/2025 - Read second time and amended.

Location: 04/23/2025 - Assembly Transportation

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 (1) require the Los Angeles Community College District to annually enter into a memorandum of understanding with LA Metro for purposes of providing GoPass TAP cards to participating students enrolled at a campus of the community college district, as specified, and (2) establish 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.

AB 875 (Muratsuchi, D) Vehicle removal.

Introduced: 02/19/2025

Last Amended: 04/21/2025

Status: 04/22/2025 - Re-referred to Com. on TRANS.

Calendar: 04/28/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

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 a vehicle that (1) has fewer than 4 wheels, but that does not meet the definition of an electric bicycle, if that vehicle is powered by an electric motor capable of exclusively propelling the vehicle in excess of 20 miles per hour on a highway and is being operated without a current vehicle registration or by an operator without a current license to operate the vehicle, or (2) is a class 3 electric bicycle being operated by a person under 16 years of age. The bill would authorize a city, county, or city and county to adopt a regulation, ordinance, or resolution imposing charges equal to its administrative costs relating to the removal, seizure, and storage costs of the vehicle, as provided.

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: 04/09/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.

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: 04/03/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (April 2). Re-referred to Com. on APPR.

Calendar: 04/30/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/03/2025 - Assembly Appropriations

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: 04/08/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 4.) (April 7). Re-referred to Com. on APPR.

Location: 04/07/2025 - Assembly Appropriations

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

Last Amended: 04/23/2025

Status: 04/24/2025 - Re-referred to Com. on L. GOV. Re-referred to Com. on APPR. pursuant to Assembly Rule 96.

Location: 04/24/2025 - Assembly Appropriations

Summary: Current law establishes the Transportation Wildlife Connectivity Remediation Program, which is administered by the Department of Transportation (Caltrans), in consultation with the Department of Fish and Wildlife (DFW), for the purposes of improving wildlife connectivity across transportation systems in connectivity areas, as defined. As part of the program, current law requires Caltrans to develop a program of projects that support the remediation and improvement of wildlife connectivity across transportation systems, as provided. Current law authorizes Caltrans to receive compensatory mitigation credits for the implementation of a project in the program of projects if DFW concurs with the creation of those credits. This bill would require a lead agency to incorporate appropriate wildlife passage features into a transportation infrastructure project in a connectivity area, as specified.

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

Introduced: 02/19/2025

Last Amended: 03/28/2025

Status: 04/24/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 22. Noes 0.) (April 23). Re-referred to Com. on APPR.

Location: 04/23/2025 - Assembly Appropriations

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. (Based on 03/28/2025 text)

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.

Calendar: 04/28/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

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.

Calendar: 04/28/25 A-NATURAL RESOURCES 2:30 p.m. - State Capitol, Room 437 BRYAN, ISAAC, Chair

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: 04/09/2025 - Introduced measure version corrected.

Location: 04/07/2025 - Assembly Appropriations

Summary: Current law establishes the state transportation improvement program (STIP) process, pursuant to which the California Transportation Commission programs, on a biennial basis, available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, for the 5-year period of the STIP, based on the interregional transportation improvement program (ITIP) prepared by the Department of Transportation and the regional transportation improvement programs (RTIP) prepared by regional transportation planning agencies. This bill would require the department 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.

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

Introduced: 02/20/2025

Status: 04/24/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 23). Re-referred to Com. on APPR.

Location: 04/24/2025 - Assembly Appropriations

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 968 (Boerner), which pertained to electric bicycles, was amended to pertain to self-administered FDA-approved nonhormonal contraceptives, therefore, it has been removed from the matrix.

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

Introduced: 02/20/2025

Last Amended: 04/21/2025

Status: 04/22/2025 - Re-referred to Com. on TRANS.

Calendar: 04/28/25 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 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 under 16 years of age from operating a class 3 electric bicycle. A violation of this provision is punishable as an infraction. This bill would prohibit a person from selling a class 3 electric bicycle to a person under 16 years of age and would make a violation of that prohibition an infraction punishable by a fine not to exceed \$250.

AB 975 (Gallagher), which pertained to the California Environmental Quality Act exemptions on culverts and bridges, was amended to pertain only to the County of Sutter, therefore, it has been removed from the matrix.

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

Introduced: 02/20/2025

Last Amended: 04/01/2025

Status: 04/08/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 16. Noes 0.) (April 7). Re-referred to Com. on APPR.

Calendar: 04/30/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/07/2025 - Assembly Appropriations

Summary: 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 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. If a local agency's standard specifications do not allow for the use of recycled materials at a level that is equal to or greater than the level allowed in the department's standard specifications on the basis that the use of those recycled materials at those levels is not feasible, the bill would require the local agency to provide the reason for that determination upon request. By increasing the duties of local agencies, the bill would impose a state-mandated local program.

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.

Calendar: 04/28/25 A-EMERGENCY MANAGEMENT 2:30 p.m. - State Capitol, Room 444 RANSOM, RHODESIA, Chair

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: sea level rise plans.

Introduced: 02/20/2025 (Spot bill)

Last Amended: 04/21/2025

Status: 04/22/2025 - Re-referred to Com. on NAT. RES.

Calendar: 04/28/25 A-NATURAL RESOURCES 2:30 p.m. - State Capitol, Room 437 BRYAN, ISAAC, Chair

Location: 03/10/2025 - Assembly Natural Resources

Summary: The California Coastal Act of 1976 provides for the protection of California's coast and requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit, except as specified. The bill 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 California Coastal 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

Last Amended: 04/08/2025

Status: 04/22/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 1.) (April 21). Re-referred to Com. on APPR.

Location: 04/22/2025 - Assembly Appropriations

Summary: Current law establishes various default speed limits for vehicles upon highways, as specified. Existing 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 in those specified circumstances.

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

Introduced: 02/20/2025

Last Amended: 04/10/2025

Status: 04/23/2025 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 9. Noes 3.) (April 22). Re-referred to Com. on JUD.

Calendar: 04/29/25 A-JUDICIARY 8 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

Location: 04/23/2025 - Assembly Judiciary

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

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

Introduced: 02/20/2025

Status: 04/22/2025 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 3.) (April 21). Re-referred to Com. on APPR.

Location: 04/22/2025 - Assembly Appropriations

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 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

Last Amended: 04/24/2025

Status: 04/24/2025 - Read second time and amended.

Location: 04/23/2025 - Assembly Appropriations

Summary: 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. Current law defines "public employee" for purposes of these provisions to mean an officer, including one who is elected or appointed, or an employee of a public employer. Current law also requires an elected public officer, who takes public office, or is reelected to public office, on or after January 1, 2006, and who is convicted during or after holding office of any felony involving accepting or giving, or offering to give, any bribe, the embezzlement of public money, extortion or theft of public money, perjury, or conspiracy to commit any of those crimes arising directly out of their official duties as an elected public officer, to forfeit all rights and benefits under, and membership in, any public retirement system in which they are a member, effective on the date of final conviction, as provided. This bill would require a public employer that is investigating a public employee for misconduct 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 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.

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

Introduced: 02/20/2025

Last Amended: 04/03/2025

Status: 04/23/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 03/17/2025 - Assembly Local Government

Summary: Current law provides for the formation of various transit districts and specifies the duties and powers of their governing boards. Current 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 require the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing, among other things, negotiations with labor organizations.

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

Introduced: 02/20/2025

Last Amended: 04/08/2025

Status: 04/22/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 21). Re-referred to Com. on APPR.

Location: 04/22/2025 - Assembly Appropriations

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

Last Amended: 04/21/2025

Status: 04/22/2025 - Re-referred to Com. on TRANS.

Calendar: 04/28/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

Location: 03/10/2025 - Assembly Transportation

Summary: Current law provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane 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 "Ambulance."

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

Introduced: 02/20/2025

Last Amended: 04/10/2025

Status: 04/22/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 1.) (April 21). Re-referred to Com. on APPR.

Location: 04/22/2025 - Assembly Appropriations

Summary: Would require the Department of Transportation, on or before January 1, 2029, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions, as specified. The bill would also require the department, on or before January 1, 2030, 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: 04/10/2025 - From committee: Do pass and re-refer to Com. on TRANS. with recommendation: To Consent Calendar. (Ayes 10. Noes 0.) (April 9). Re-referred to Com. on TRANS.

Calendar: 04/28/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

Location: 04/09/2025 - Assembly Transportation

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 1145 (Gonzalez, Jeff, R) State highways: safety: report.

Introduced: 02/20/2025 (Spot bill)

Last Amended: 04/21/2025

Status: 04/22/2025 - Re-referred to Com. on TRANS.

Calendar: 04/28/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

Location: 03/24/2025 - Assembly Transportation

Summary: Would require the Department of Transportation, on or before December 31, 2027, to conduct a study on highway safety on the state highway system, including, but not limited to, State Highway Route 74. The bill would require the study to collect specified data, disaggregated by state highway, over the preceding 10 years, as provided, and to develop recommendations to improve highway safety on the state highway system, including recommendations on how to address enforcement facility bypassing, as specified. The bill would require the department to report its findings and recommendations to the Legislature on or before December 31, 2027. The bill would repeal these provisions as of January 1, 2029. (Based on 04/21/2025 text)

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

Introduced: 02/21/2025 (Spot bill)

Last Amended: 04/24/2025

Status: 04/24/2025 - Read second time and amended.

Calendar: 04/28/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

Location: 04/23/2025 - Assembly Transportation

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 provide that the allowable expenditure categories for revenues from a tax imposed by STA include the construction, modernization, and improvement of infrastructure, as defined, that supports infill or transit-oriented development and would reduce vehicle miles traveled.

AB 1237 (McKinnor, D) Counties of Los Angeles and Santa Clara: sporting events: ticket charge: public transit.

Introduced: 02/21/2025

Last Amended: 04/23/2025

Status: 04/24/2025 - Read second time. Ordered to third reading.

Calendar: 04/28/25 #68 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 04/24/2025 - Assembly THIRD READING

Summary: Would authorize Santa Clara Valley Transportation Authority (VTA) 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 Santa Clara held as part of the 2026 FIFA World Cup or the 2026 NCAA Men's or Women's Basketball Championship, as specified. The bill would require VTA to use any revenues collected from the charge to support its transit operations. The bill would require VTA, if it imposes the charge, to allow any person to use its transit services at no charge on the day of one of those sporting events if the person presents a ticket to that sporting event at the location where VTA collects fares for transit services. The bill would require VTA, if it imposes the charge, to prepare and submit a report to the Legislature on or before January 1, 2027, that includes specified information regarding implementation of the bill.

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

Introduced: 02/21/2025

Last Amended: 04/10/2025

Status: 04/22/2025 - Coauthors revised. From committee: Do pass and re-refer to Com. on JUD. (Ayes 9. Noes 4.) (April 21). Re-referred to Com. on JUD.

Calendar: 04/29/25 A-JUDICIARY 8 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

Location: 04/22/2025 - Assembly Judiciary

Summary: The California Climate Crisis Act declares that it is the policy of the state both to achieve net-zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period.

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

Introduced: 02/21/2025

Last Amended: 04/10/2025

Status: 04/21/2025 - Re-referred to Com. on TRANS.

Calendar: 04/28/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

Location: 03/17/2025 - Assembly TRANS

Summary: Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4 percent sales tax in each county are, among other things, available for allocation by the transportation planning agency to transit operators and for community transit services. Current law requires a transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to provide those services consistent with certain requirements. This bill would prohibit, on and after January 1, 2027, those transit operators from requiring a person who receives, or is eligible to receive, paratransit services based on a disability or medical condition, and whose condition cannot reasonably be expected to improve, to recertify their eligibility, unless the person has a temporary eligibility or there is a review to broaden the person's eligibility, as specified. The bill would require a temporary eligibility to be valid for 180 days or until the date indicated by the person's medical professional, as specified. The bill would prohibit renewal of temporary eligibility more than 6 consecutive times. To the extent the bill would impose additional duties on a local agency, it would impose a state-mandated local program.

AB 1250 (Diane, D) Transit operators: paratransit: recertification of eligibility.

Introduced: 02/21/2025

Last Amended: 04/23/2025

Status: 04/24/2025 - Re-referred to Com. on H. & C.D.

Calendar: 04/30/25 A-HOUSING AND COMMUNITY DEVELOPMENT 9:30 a.m. - State Capitol, Room 437 HANEY, MATT, Chair

Location: 04/21/2025 - Assembly Housing and Community Development

Summary: Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4 percent sales tax in each county are, among other things, available for allocation by the transportation planning agency to transit operators and for community transit services. Current law requires a transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to provide those services consistent with certain requirements. This bill would prohibit, on and after January 1, 2027, those transit operators from requiring a person who receives, or is eligible to receive, paratransit services based on a disability or medical condition, and whose condition cannot reasonably be expected to improve, to recertify their eligibility, unless the person has a temporary eligibility or there is a review to broaden the person's eligibility, as specified. The bill would require a temporary eligibility to be valid for 180 days or until the date indicated by the person's medical professional, as specified. The bill would prohibit renewal of temporary eligibility more than 6 consecutive times. To the extent the bill would impose additional duties on a local agency, it would impose a state-mandated local program.

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: 04/24/2025

Status: 04/24/2025 - Assembly Rule 56 suspended. (Pending re-refer to Com. on L. GOV.) From committee: Do pass and re-refer to Com. on L. GOV. with recommendation: To Consent Calendar. (Ayes 11. Noes 0.) (April 24). Re-referred to Com. on L. GOV. From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.

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

Location: 04/24/2025 - Assembly Local Government

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 and 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. Current law requires, for the 4th and subsequent revisions of the housing element, the department to determine the existing and projected need for housing for each region, as specified. Current law requires the department, in consultation with the council of governments, to determine the existing and projected need of housing for each region at least 2 years prior to the scheduled revision of the housing element, as provided. Current law requires the department to meet and consult with the council of governments regarding the assumptions and methodology to be used to determine the region's housing needs at least 26 months prior to the scheduled revision of the housing element, as provided. This bill, except as specified, would extend the above-described timeline for the department to determine the existing and projected need of housing for each region from 2 years to 3 years prior to the scheduled revision of the housing element, and the above-described timeline to meet and consult with a council of governments from at least 26 months to at least 38 months prior to the scheduled revision of the housing element, respectively.

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

Introduced: 02/21/2025 (Spot bill)

Last Amended: 04/10/2025

Status: 04/21/2025 - Re-referred to Com. on APPR.

Calendar: 04/30/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/09/2025 - Assembly Appropriations

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. This bill would also require those public officials to disclose arrangements for prospective employment according to specified deadlines. The bill would define "arrangement for prospective employment" as an agreement pursuant to which a prospective employer's offer of employment has been accepted by the prospective employee.

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 (Spot bill)

Last Amended: 03/28/2025

Status: 04/11/2025 - In committee: Hearing postponed by committee.

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 1326 (Ahrens, D) Masks: individual or public health.

Introduced: 02/21/2025

Last Amended: 04/03/2025

Status: 04/10/2025 - Re-referred to Com. on HEALTH. pursuant to Assembly Rule 96.

Calendar: 04/29/25 A-HEALTH 1:30 p.m. - 1021 O Street, Room 1100 BONTA, MIA, Chair

Location: 04/10/2025 - Assembly Health

Summary: Current law sets forth various provisions on the wearing of a mask for health purposes. These circumstances include, among others, a statewide stockpile of personal protective equipment (PPE) in the event of a pandemic, wildfire smoke event, or other health emergency; employer-supplied PPE to employees who provide direct patient care in a general acute care hospital; employees of commercial cannabis businesses wearing a mask for respiration; and providing peace officers with an appropriate portable manual mask and airway assembly for use when applying cardiopulmonary resuscitation to prevent the spread of communicable disease. Under this bill, an individual would have the right to wear a mask on their face in a public place for the purpose of protecting their individual health or the public health, with regard to communicable disease, air quality, or other health factors. The bill would define a mask and a public place for purposes of this provision

AB 1331 (Elhawary, D) Workplace surveillance.

Introduced: 02/21/2025

Last Amended: 04/10/2025

Status: 04/24/2025 - From committee: Amend, and do pass as amended and re-refer to Com. on JUD. (Ayes 10. Noes 3.) (April 22).

Calendar: 04/28/25 #19 A-SECOND READING FILE -- ASSEMBLY BILLS

Location: 04/22/2025 - Assembly Judiciary

Summary: Current law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Current law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board or commission. This bill would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling workers in off-duty areas, as specified. The bill would provide workers with the right to disable or leave behind workplace surveillance tools that are on their person or in their possession during off-duty hours, as specified.

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

Introduced: 02/21/2025

Last Amended: 04/08/2025

Status: 04/09/2025 - Re-referred to Com. on APPR.

Calendar: 04/30/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

Location: 04/01/2025 - Assembly Appropriations

Summary: 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. Current law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of "personal information." The bill would make other technical, nonsubstantive, and conforming changes.

AB 1340 (Wicks, D) Transportation network company drivers: labor relations.

Introduced: 02/21/2025

Last Amended: 04/08/2025

Status: 04/24/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (April 23). Re-referred to Com. on APPR.

Location: 04/24/2025 - Assembly Appropriations

Summary: The Protect App-Based Drivers and Services Act added by Proposition 22, as approved by the voters at the November 3, 2020, statewide general election (the initiative), categorizes app-based drivers for network companies, as defined, as independent contractors if certain conditions are met. Current law requires, among other things, that the network company provide a health care subsidy to qualifying app-based drivers, provide a minimum level of compensation for app-based drivers, and not restrict app-based drivers from working in any other lawful occupation or business. Current case law holds that specified provisions of the initiative are invalid on separation of powers grounds; however, the court severed the unconstitutional provisions, allowing the rest of the initiative to remain in effect. Current law also establishes the Labor and Workforce Development Agency in state government under the supervision of the Secretary of Labor and Workforce Development, and charges the agency with oversight of specified departments, boards, and panels. This bill, the Transportation Network Company Drivers Labor Relations Act, would establish that transportation network company (TNC) drivers have the right to form, join, and participate in the activities of TNC driver organizations of their own choosing to engage in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. The bill would provide that TNC drivers also have the right to refuse to join or participate in the activities of TNC driver organizations. The bill would require the Labor and Workforce Development Agency to enforce these provisions. The bill would define various terms for purposes of the act and would make related legislative policy statements.

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.

Calendar: 04/30/25 A-UTILITIES AND ENERGY Upon adjournment of Communications and Conveyance Committee - State Capitol, Room 437 PETRIE-NORRIS, COTTIE, Chair

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: 04/11/2025

Status: 04/23/2025 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 23). Re-referred to Com. on APPR.

Location: 04/23/2025 - Assembly Appropriations

Summary: Current law creates the Public Employees' Retirement Fund, which is continuously appropriated for purposes of the Public Employees' Retirement System (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.

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

Introduced: 02/21/2025

Last Amended: 04/09/2025

Status: 04/23/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 03/24/2025 - Assembly Transportation

Summary: Current law authorizes the Department of Transportation to issue a written permit to place an encroachment on the state highway. Current law requires the department to perform certain actions if the encroachment permit application is for a broadband facility. This bill would require the department to perform additional actions for an encroachment permit application for a broadband facility, including, but not limited to, requiring the application and review process for the application to be uniform throughout the state, and would require a broadband facility encroachment permit application that is deemed complete to be deemed approved.

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

Last Amended: 04/10/2025

Status: 04/22/2025 - From committee: Do pass and re-refer to Com. on U. & E. (Ayes 14. Noes 1.) (April 21). Re-referred to Com. on U. & E.

Calendar: 04/30/25 A-UTILITIES AND ENERGY Upon adjournment of Communications and Conveyance Committee - State Capitol, Room 437 PETRIE-NORRIS, COTTIE, Chair

Location: 04/22/2025 - Assembly Utilities and Energy

Summary: Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission), in consultation with the Public Utilities Commission (PUC), 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. The bill would instead require the above uptime recordkeeping and reporting standards, for electric vehicle chargers and charging stations installed on or after January 1, 2024, to also apply to electric vehicle chargers and charging stations that were installed with moneys from specified consent decrees among the State Air Resources Board, Volkswagen AG, and the United States Department of Justice, as specified.

ACA 7 (Jackson, D) Government preferences.

Introduced: 02/13/2025

Status: 04/23/2025 - From committee: Be adopted, and re-refer to Com. on JUD. Re-referred. (Ayes 6. Noes 3.) (April 22). Re-referred to Com. on JUD.

Calendar: 05/06/25 A-JUDICIARY 9 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

Location: 04/23/2025 - Assembly Judiciary

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.

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

Introduced: 04/22/2025

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

Location: 04/22/2025 - Assembly PRINT

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

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: 04/10/2025 - Set for hearing April 29.

Calendar: 04/29/25 S-JUDICIARY 9:30 a.m. - 1021 O Street, Room 2100 UMBERG, THOMAS, Chair

Location: 04/09/2025 - Senate Judiciary

Summary: Current law requires the Department of Technology to conduct, in coordination with other interagency bodies as it deems appropriate, a comprehensive inventory of all high-risk automated decision systems (ADS) that have been proposed for use, development, or procurement by, or are being used, developed, or procured by, any state agency. Current law establishes the Labor and Workforce Development Agency, which is composed of various departments responsible for protecting and promoting the rights and interests of workers in California, including the Division of Labor Standards Enforcement, led by the Labor Commissioner, within the Department of Industrial Relations. This bill would require an employer, or a vendor engaged by the employer, to provide a written notice that an 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: 04/21/2025 - April 21 hearing: Placed on APPR. suspense file.

Location: 04/21/2025 - Senate APPR. SUSPENSE FILE

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: 04/11/2025 - Set for hearing April 30.

Calendar: 04/30/25 S-ENVIRONMENTAL QUALITY 9 a.m. - State Capitol, Room 113 BLAKESPEAR, CATHERINE, Chair

Location: 04/09/2025 - Senate Environmental Quality

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: 04/21/2025

Status: 04/23/2025 - From committee: Do pass and re-refer to Com. on TRANS. (Ayes 8. Noes 0.) (April 23). Re-referred to Com. on TRANS.

Calendar: 04/28/25 S-TRANSPORTATION 3 p.m. or upon adjournment of Session - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 04/23/2025 - Senate Transportation

Summary: Current law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution. Current 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. Current 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. Pursuant to its authority, the district has proposed Rule 2304, which would require the Ports of Long Beach and Los Angeles to each develop a comprehensive plan for charging and fueling infrastructure for equipment, vehicles, and vessels used in port operations and whose source of propulsion energy or other use of energy, or both, is not, or is not primarily, derived from combustion of conventional fuels. This bill would, in the event the board of the district takes an action, as defined, require the action to, among other things, require those ports to prepare assessments of energy demand and supply, cost estimates, and funding source, workforce, and environmental impacts and create a process by which those ports can request extensions to the timelines developed to achieve the action's targets. The bill would also prohibit the action from, among other things, imposing a cap on cargo throughput or limiting operations at the ports. The bill would repeal its provisions on January 1, 2036.

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: 04/23/2025 - From committee: Do pass and re-refer to Com. on REV. & TAX. (Ayes 11. Noes 3.) (April 22). Re-referred to Com. on REV. & TAX.

Location: 04/22/2025 - Senate Revenue and Taxation

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: 04/17/2025 - Set for hearing April 28.

Calendar: 04/28/25 S-APPROPRIATIONS 10:30 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

Location: 04/09/2025 - Senate Appropriations

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

Introduced: 01/15/2025

Last Amended: 04/07/2025

Status: 04/21/2025 - April 21 hearing: Placed on APPR. suspense file.

Location: 04/21/2025 - Senate APPR. SUSPENSE FILE

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

SB 78 (Sevarto, R) Department of Transportation: report: state highway system: safety enhancements.

Introduced: 01/15/2025

Last Amended: 04/02/2025

Status: 04/21/2025 - April 21 hearing: Placed on APPR. suspense file.

Location: 04/21/2025 - Senate APPR. SUSPENSE FILE

Summary: Would require the Department of Transportation to prepare a report to identify the types of safety enhancements that could be implemented on the state highway system, the common factors, if any, contributing to the delay in delivering those safety enhancements, and strategies to expedite safety enhancements on the state highway system. The bill would require the department to submit the report to the Legislature on or before January 1, 2027.

SB 94 (Strickland, R) Transportation funding: Greenhouse Gas Reduction Fund: Motor Vehicle Fuel Account.

Introduced: 01/23/2025

Last Amended: 03/26/2025

Status: 04/23/2025 - April 23 set for first hearing. Failed passage in committee. (Ayes 1. Noes 4.) Reconsideration granted.

Location: 04/03/2025 - Senate Environmental Quality

Summary: The California Global Warming Solutions Act of 2006 authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes, as specified. 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, and until December 31, 2030, would require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the Motor Vehicle Fuel Account.

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

Introduced: 01/27/2025

Last Amended: 03/28/2025

Status: 04/08/2025 - April 8 set for first hearing. Failed passage in committee. (Ayes 5. Noes 2.) Reconsideration granted.

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: 04/07/2025 - April 7 hearing: Placed on APPR. suspense file.

Location: 04/07/2025 - Senate APPR. SUSPENSE FILE

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: 04/07/2025 - April 7 hearing: Placed on APPR. suspense file.

Location: 04/07/2025 - Senate APPR. SUSPENSE FILE

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

Last Amended: 04/07/2025

Status: 04/08/2025 - Set for hearing May 6.

Calendar: 05/06/25 S-JUDICIARY 1:30 p.m. - 1021 O Street, Room 2100 UMBERG, THOMAS, Chair

Location: 04/03/2025 - Senate Judiciary

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

SB 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: 04/23/2025 - April 23 set for first hearing canceled at the request of author.

Location: 04/02/2025 - Senate Local Government

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: 04/08/2025 - Read second time. Ordered to third reading.

Calendar: 04/28/25 #34 S-SENATE BILLS -THIRD READING FILE

Location: 04/08/2025 - Senate THIRD READING

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: 04/01/2025 - Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 04/01/2025 - Assembly DESK

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: 04/10/2025

Status: 04/22/2025 - Read second time. Ordered to third reading.

Calendar: 04/28/25 #51 S-SENATE BILLS -THIRD READING FILE

Location: 04/22/2025 - Senate THIRD READING

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

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

Introduced: 02/10/2025

Last Amended: 03/17/2025

Status: 04/04/2025 - Set for hearing April 28.

Calendar: 04/28/25 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: 04/11/2025 - Set for hearing April 30.

Calendar: 04/30/25 S-LOCAL GOVERNMENT 9:30 a.m. - State Capitol, Room 112 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) Use Fuel Tax Law: Diesel Fuel Tax Law: exempt bus operation.

Introduced: 02/13/2025

Last Amended: 04/08/2025

Status: 04/08/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on REV. & TAX.

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 Use Fuel Tax Law imposes a state excise tax at specified rates, generally \$0.18 per gallon, on the use of fuel, as defined, and establishes various exemptions from those taxes, including an exemption for any 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. This bill would additionally apply this exemption to a county that owns and operates a local transit system, as provided.

SB 364 (Strickland, R) Outdoor advertising displays: permits: new alignments.

Introduced: 02/13/2025

Last Amended: 03/26/2025

Status: 04/17/2025 - Set for hearing April 28.

Calendar: 04/28/25 S-TRANSPORTATION 3 p.m. or upon adjournment of Session - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 04/02/2025 - Senate Transportation

Summary: The Outdoor Advertising Act prohibits a person, as defined, from placing an advertising display within the areas affected by the act without a permit. The act authorizes the Director of Transportation to adopt regulations for the enforcement of the act. Pursuant to that authority, current regulations only require the Department of Transportation to process an application for placing a new advertising display along a new alignment of an interstate or primary highway if the application is accepted on or after the date that the department accepts the highway project for the new alignment as complete. This bill would prohibit the department from denying or delaying the approval of a permit application for a new advertising display along a portion of a new alignment of an interstate or primary highway on the basis that the highway project has not been accepted as complete if the portion of highway is open to the use of the public for vehicular travel.

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

Introduced: 02/13/2025

Status: 04/03/2025 - April 8 set for second hearing canceled at the request of author.

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: 04/07/2025

Status: 04/25/2025 - Set for hearing May 5.

Calendar: 05/05/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

Location: 04/22/2025 - Senate Appropriations

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 Institute of Transportation Studies and the California State University Transportation Consortium, on or before January 1 of each year, to each submit a report to the Transportation Agency and specified legislative committees detailing the 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: 04/21/2025 - April 21 hearing: Placed on APPR. suspense file.

Location: 04/21/2025 - Senate APPR. SUSPENSE FILE

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: 04/23/2025 - April 23 set for first hearing. Failed passage in committee. (Ayes 3. Noes 0.) Reconsideration granted.

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: 04/08/2025 - Read second time. Ordered to third reading.

Calendar: 04/28/25 #35 S-SENATE BILLS -THIRD READING FILE

Location: 04/08/2025 - Senate THIRD READING

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) Transportation: planning: complete streets facilities: sustainable transportation projects.

Introduced: 02/18/2025

Last Amended: 04/10/2025

Status: 04/25/2025 - Set for hearing May 5.

Calendar: 05/05/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

Location: 04/23/2025 - Senate Appropriations

Summary: This bill would instead require the Department of Transportation to develop and adopt the above-described project intake, evaluation, and encroachment review process on or before February 1, 2027. The bill would also state the intent of the Legislature to amend this bill with legislation that accelerates and makes more reliable third-party permits and approvals for preconstruction and construction activities on sustainable transportation projects.

SB 455 (Blakespear, D) Electric bicycles.

Introduced: 02/19/2025 (Spot bill)

Last Amended: 04/21/2025

Status: 04/21/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

Calendar: 04/28/25 S-TRANSPORTATION 3 p.m. or upon adjournment of Session - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 04/02/2025 - Senate Transportation

Summary: Current law governs the operation of motor vehicles and other devices, including, among other things, motor-driven cycles and motorized bicycles or mopeds. This bill would revise the definitions of the above-described devices and refer to motorized bicycles as mopeds or low-power mopeds, as specified. The bill would, commencing July 1, 2026, require manufacturers and distributors of low-power mopeds to apply an etching, an engraving, or a label that is permanently affixed to each low-power moped that contains, among other things, a statement that the device is a low-power moped and not an electric bicycle. The bill would set forth provisions governing the operation of low-power mopeds, including, among other things, licensing and helmet requirements. The bill would exempt low-power mopeds from being classified as motor vehicles, thereby exempting these devices from specified financial responsibility, registration, and license plate requirements. The bill would authorize a local authority to regulate the parking and operation of low-power mopeds on local streets and highways, as specified.

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

Introduced: 02/19/2025

Last Amended: 04/10/2025

Status: 04/23/2025 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 4. Noes 1.) (April 23). Re-referred to Com. on JUD.

Calendar: 04/29/25 S-JUDICIARY 9:30 a.m. - 1021 O Street, Room 2100 UMBERG, THOMAS, Chair

Location: 04/23/2025 - Senate Judiciary

Summary: Existing 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. This bill would require an employer to collect and store any demographic information gathered by an employer or labor contractor for the purpose of submitting the pay data report separately from employees' personnel records.

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

Introduced: 02/19/2025

Last Amended: 03/27/2025

Status: 04/07/2025 - April 7 hearing: Placed on APPR. suspense file.

Location: 04/07/2025 - Senate APPR. SUSPENSE FILE

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: 04/11/2025 - Set for hearing April 30.

Calendar: 04/30/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9 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

Last Amended: 04/10/2025

Status: 04/17/2025 - Set for hearing April 28.

Location: 04/09/2025 - Senate Appropriations

Summary: Existing law, the Bagley-Keene Open Meeting Act, requires, with specified exceptions, that all meetings of a state body be open and public and all persons be permitted to attend any meeting of a state body. The 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. This bill would instead repeal these provisions on January 1, 2030.

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

Introduced: 02/19/2025

Status: 04/02/2025 - Set for hearing April 30.

Calendar: 04/30/25 S-ENVIRONMENTAL QUALITY 9 a.m. - State Capitol, Room 113 BLAKESPEAR, CATHERINE, Chair

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 486 (Cabaldon, D) Regional housing: public postsecondary education: changes in enrollment levels: California Environmental Quality Act.

Introduced: 02/19/2025

Last Amended: 04/03/2025

Status: 04/23/2025 - Set for hearing April 30.

Calendar: 04/30/25 S-ENVIRONMENTAL QUALITY 9 a.m. - State Capitol, Room 113 BLAKESPEAR, CATHERINE, Chair

Location: 04/01/2025 - Senate Environmental Quality

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 each regional transportation plan to include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation, and employment growth. This bill would require the sustainable communities strategy, in identifying areas within the region sufficient to house all the population of the region, to also take into account changes in enrollment levels at institutions of public higher education, as defined, excluding changes in enrollment levels of nonresident students.

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

Introduced: 02/19/2025

Last Amended: 04/07/2025

Status: 04/25/2025 - Set for hearing May 5.

Calendar: 05/05/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

Location: 04/22/2025 - Senate Appropriations

Summary: The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases 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. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, 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. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. 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.

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

Introduced: 02/19/2025

Last Amended: 03/24/2025

Status: 04/24/2025 - Read third time. Passed. (Ayes 37. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 04/24/2025 - Assembly DESK

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 511 (Pérez, D) Autonomous vehicles.

Introduced: 02/19/2025

Last Amended: 04/08/2025

Status: 04/18/2025 - April 22 set for first hearing canceled at the request of author.

Location: 04/02/2025 - Senate Transportation

Summary: Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by an operator who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Current law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Commencing January 1, 2030, and to the extent authorized by federal law, current law requires that an autonomous vehicle with a model year of 2031 or later, as specified, only be operated pursuant to a deployment permit if it is a zero-emission vehicle. Current law defines an "autonomous vehicle" for these purposes to include a vehicle equipped with autonomous technology that meets the definition of Level 3, Level 4, or Level 5 of SAE International's standard J3016 from April 2021, as may be revised. Current law excludes specific technologies from the definition of an autonomous vehicle, including, among other things, systems that enhance safety or provide driver assistance that are not capable of driving the vehicle without the active control or monitoring of a human operator. A violation of these provisions is punishable as an infraction. This bill would instead require those zero-emission vehicle provisions to commence January 1, 2028, and apply to an autonomous vehicle with a model year of 2028 or later. This bill would revise the definition of autonomous vehicle to include a vehicle equipped with autonomous technology that meets the definition of Level 2 of that standard and restrict that definition only to the April 2021 version of the standard.

SB 513 (Durazo, D) Personnel records.

Introduced: 02/19/2025

Status: 04/22/2025 - Read second time. Ordered to third reading.

Calendar: 04/28/25 #60 S-SENATE BILLS -THIRD READING FILE

Location: 04/22/2025 - Senate THIRD READING

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 521 (Gonzalez, D) Public employment: disqualification.

Introduced: 02/19/2025

Last Amended: 04/24/2025

Status: 04/24/2025 - Read second time and amended. Re-referred to Com. on APPR.

Location: 04/23/2025 - Senate Appropriations

Summary: Current law disqualifies a public employee, as defined, from any public employment for 5 years if the employee is convicted of any felony involving accepting or giving, or offering to give, a bribe, the embezzlement of public money, extortion or theft of public money, perjury, or conspiracy to commit any of those crimes arising directly out of their official duties. This bill would expand that provision to include any felony involving a conflict of interest. The bill would also disqualify a city manager or city attorney, as defined, including an individual acting under contract with the city for those services, who is convicted of any of the above-described felonies, from any future public employment in an equivalent role.

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

Introduced: 02/20/2025

Status: 04/23/2025 - VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Appropriations] (PASS)

Location: 04/23/2025 - Senate Appropriations

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: 04/22/2025 - Set for hearing April 28.

Location: 04/09/2025 - Senate Appropriations

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

Last Amended: 04/23/2025

Status: 04/23/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.

Calendar: 04/30/25 S-LOCAL GOVERNMENT 9:30 a.m. - State Capitol, Room 112 DURAZO, MARÍA ELENA, Chair

Location: 03/05/2025 - Senate Local Government

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, and to submit a progress report to the chairpersons of the Senate Committee on Transportation and the Assembly Committee on Transportation for input. The bill would require, on or before January 1, 2027, the study to be completed and a report on the study's findings and recommendations to be submitted to the appropriate policy and fiscal committees of the Legislature. The bill would require an infrastructure district, as defined, that uses its revenue to finance the construction of the high-speed rail project to dedicate a majority of its revenue to infrastructure projects within the jurisdiction of the local agencies that establish the district.

SB 549 (Allen, D) 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: 04/25/2025 - Set for hearing May 5.

Calendar: 05/05/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

Location: 04/22/2025 - Senate Appropriations

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

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

Introduced: 02/20/2025

Last Amended: 04/21/2025

Status: 04/25/2025 - Set for hearing May 5.

Calendar: 05/05/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

Location: 04/22/2025 - Senate Appropriations

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

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

Introduced: 02/20/2025

Last Amended: 04/03/2025

Status: 04/21/2025 - April 21 hearing: Placed on APPR. suspense file.

Location: 04/21/2025 - Senate APPR. SUSPENSE FILE

Summary: Current 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. Current law establishes, within the above state disability insurance program, a family temporary disability insurance program, also known as the paid family leave program, for the provision of wage replacement benefits for up to 8 weeks to workers who take time off work for prescribed purposes, including to care for a seriously ill family member. Current law defines terms for its purposes, including family care leave and family member. 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.

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

Introduced: 02/20/2025

Last Amended: 04/10/2025

Status: 04/23/2025 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 4. Noes 1.) (April 23). Re-referred to Com. on JUD.

Calendar: 04/29/25 S-JUDICIARY 9:30 a.m. - 1021 O Street, Room 2100 UMBERG, THOMAS, Chair

Location: 04/23/2025 - Senate Judiciary

Summary: Existing law imposes varying requirements upon employers to share the pay scale for a position with an applicant or in a job posting, as provided. Existing law defines "pay scale" as the salary or hourly wage range that the employer reasonably expects to pay for the position. This bill would revise the definition of "pay scale" to mean an estimate of this expected wage range that is made in good faith. This bill contains other related provisions and other existing laws.

SB 667 (Archuleta, D) Railroads: safety: wayside detectors: train length: emergency vehicle crossing.

Introduced: 02/20/2025

Last Amended: 04/08/2025

Status: 04/22/2025 - From committee: Do pass and re-refer to Com. on TRANS. (Ayes 12. Noes 4.) (April 21). Re-referred to Com. on TRANS.

Calendar: 04/28/25 S-TRANSPORTATION 3 p.m. or upon adjournment of Session - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 04/02/2025 - Senate Transportation

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

SB 671 (Cervantes, D) Pedestrian crossing signals.

Introduced: 02/20/2025

Status: 04/24/2025 - Read third time. Passed. (Ayes 37. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 04/24/2025 - Assembly DESK

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 existing 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, current 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, current 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. The bill would require LPIs to be implemented at these existing state-owned or -operated traffic signals locations at the next opportunity for regularly scheduled operational reviews.

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

Introduced: 02/21/2025

Last Amended: 03/26/2025

Status: 04/10/2025 - April 22 set for first hearing canceled at the request of author.

Location: 04/03/2025 - Senate Judiciary

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

Last Amended: 04/07/2025

Status: 04/25/2025 - Set for hearing May 5.

Calendar: 05/05/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

Location: 04/23/2025 - Senate Appropriations

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. This bill 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 2-way telephonic service or a 2-way audiovisual platform, as defined, that a system is in place for requesting and receiving interpretation services for public meetings, as specified, and that the city council or county board of supervisors encourage residents to participate in public meetings, as specified.

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: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.

Introduced: 02/21/2025

Last Amended: 04/21/2025

Status: 04/25/2025 - Set for hearing May 5.

Calendar: 05/05/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

Location: 04/22/2025 - Senate Appropriations

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

SB 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 Contractor Climate Transparency Act.

Introduced: 02/21/2025

Last Amended: 04/01/2025

Status: 04/04/2025 - Set for hearing April 30.

Calendar: 04/30/25 S-ENVIRONMENTAL QUALITY 9 a.m. - State Capitol, Room 113 BLAKESPEAR, CATHERINE, Chair

Location: 04/02/2025 - Senate Environmental Quality

Summary: 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. Current law also requires, on or before January 1, 2026, and biennially thereafter, a covered entity to prepare a climate-related financial risk report disclosing the entity's climate-related financial risk and measures adopted to reduce and adapt to climate-related financial risk. This bill would enact the California Contractor Climate Transparency Act, which would require the board, beginning January 1, 2027, to require a large contractor and a significant contractor, as defined, to report annually specified information, including, 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.

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

Introduced: 02/21/2025

Last Amended: 04/10/2025

Status: 04/21/2025 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 10. Noes 0.) (April 21). Re-referred to Com. on JUD.

Calendar: 04/29/25 S-JUDICIARY 9:30 a.m. - 1021 O Street, Room 2100 UMBERG, THOMAS, Chair

Location: 04/21/2025 - Senate Judiciary

Summary: 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.

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

Introduced: 02/21/2025

Last Amended: 04/22/2025

Status: 04/24/2025 - Set for hearing April 29.

Calendar: 04/29/25 S-HOUSING 1:30 p.m. - State Capitol, Room 112 WAHAB, AISHA, Chair

Location: 03/12/2025 - Senate Housing

Summary: Current 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. Current law requires the department to administer a specified competitive application process for capital improvement projects for large jurisdictions, as defined. For these purposes, current law defines a qualifying infill project to include a residential or mixed-use residential project located within an urbanized area on a vacant site where at least 75% of the perimeter of the site adjoins parcels that are developed with urban uses. For catalytic qualifying infill areas, existing law requires grants be provided using a selection process that, among other things, requires eligible applicants to submit documentation of all necessary entitlements and permits, and a certification that the project is shovel ready, except as provided. This bill would expand the definition of qualifying infill project to include a residential or mixed-use residential project located within an urbanized area on a vacant site where at least 75% of the perimeter of the site adjoins parcels that have been previously with urban uses.

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

Introduced: 02/21/2025

Status: 04/10/2025 - Set for hearing April 28.

Calendar: 04/28/25 S-TRANSPORTATION 3 p.m. or upon adjournment of Session - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

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: 04/24/2025

Status: 04/24/2025 - Read second time and amended. Re-referred to Com. on APPR.

Location: 04/23/2025 - Senate Appropriations

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 described above. 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.



May 15, 2025

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

For

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 update provides an outline of the transportation impacts resulting from budget reconciliation negotiations following the recent agreement on a budget resolution, an overview of the Public Employees’ Pension Reform Act of 2013 and its implications for federal transit grant certification, an update on a compliance letter issued by the United States Department of Transportation outlining requirements for continued eligibility for federal funding, and a summary of two congressional hearings: one pertaining to transit policies and programs and the other related to the Highway Trust Fund.

Recommendation

Receive and file as an information item.

Discussion

Update on Budget Reconciliation Negotiations

After weeks of internal negotiations and uncertainty, the House of Representatives (House) narrowly agreed to a revised version of the budget blueprint initially passed by the House on February 25, 2025, setting in motion the next phase of the reconciliation process. On April 10, 2025, the House passed the Senate-amended fiscal year 2025 budget resolution with a 216 to 214 vote. This action finalized the budget resolution process, enabling Congress to utilize the reconciliation procedure to advance significant legislative priorities, including tax reform, border security, and federal spending adjustments. The approval of the revised resolution locks in the budget framework and allows Congress to begin drafting legislation designed to enact trillions of dollars in tax cuts and spending reductions using reconciliation procedures that only require a simple majority vote in the Senate, bypassing the filibuster.

The resolution's reconciliation instructions direct House committees to achieve a total of \$1.5 trillion in deficit reduction over the next decade. Specific targets have been assigned to each committee, with the Ways and Means Committee responsible for identifying at least \$900 billion in deficit reduction, primarily through changes to tax policy and entitlement programs. The Energy and Commerce Committee must find \$200 billion in savings, largely affecting healthcare programs, while the Education and the Workforce Committee is tasked with reducing deficits by \$100 billion. The Agriculture Committee must contribute \$50 billion in cuts, likely involving adjustments to farm subsidies and nutrition programs. The Transportation and Infrastructure (T&I) Committee has been assigned a comparatively smaller target of \$10 billion, given the limited discretionary spending under its jurisdiction. Additional committees, including Financial Services (\$50 billion), Judiciary (\$40 billion), Oversight and Accountability (\$25 billion), and Natural Resources (\$20 billion) also received assigned reduction targets.

While Senate leaders have publicly committed to matching the \$1.5 trillion overall reduction goal, the Senate's formal reconciliation instructions require only \$5 billion in actual deficit reduction, including with some committees being given the ability to increase the deficit. The Senate Environment and Public Works Committee is allowed to increase the deficit by up to \$1 billion, and the Commerce, Science, and Transportation Committee may increase it by as much as \$20 billion. The Armed Services Committee can increase the deficit by up to \$150 billion, and both the Homeland Security and Governmental Affairs Committee and the Judiciary Committee may each increase it by \$175 billion. In contrast, several committees, including Agriculture, Banking, Energy and Natural Resources, and Health, Education, Labor, and Pensions must each reduce the deficit by at least \$1 billion. The Senate Finance Committee is also instructed to report legislation to raise the debt ceiling by no more than \$5 trillion.

The Senate's budget resolution uses a "current policy baseline," which assumes expiring provisions of the 2017 Tax Cuts and Jobs Act will be extended without adding to the deficit. This results in a lower projected cost for making the cuts permanent and allows the Senate Finance Committee to propose up to \$1.5 trillion in new tax reductions without offsets. In contrast, the House is operating under a stricter "current law baseline," which treats the extensions as new spending, leading to a \$900 billion disparity between the two chambers.

The T&I Committee faces particular challenges in meeting its \$10 billion reduction target because most of the federal transportation funding within its purview, such as highway and transit formula programs, is classified as mandatory spending that is already authorized under multi-year legislation, like the Infrastructure Investment and Jobs Act (IIJA). These funds are drawn directly from the Highway Trust Fund and are not subject to annual appropriations or discretionary rescission through the reconciliation process. Moreover, many of these programs fall partially under the jurisdiction of other committees, such as Ways and Means, which controls tax-related revenue mechanisms including fuel

taxes and user fees. As a result, the T&I Committee has relatively few budgetary levers available to produce sizable savings. However, the T&I Committee can propose rescinding unobligated balances from recent spending laws, such as the Inflation Reduction Act, order the sale of surplus federal real estate, or propose new user fees related to transportation infrastructure.

On April 30, 2025, the T&I Committee held a markup to consider legislation aimed at meeting the directive to reduce federal spending by \$10 billion over ten years as part of reconciliation efforts. A key component of the bill is funding intended to support the Highway Trust Fund through registration fees, which Chairman Graves (R-MO) emphasized is shrinking due to declining gas tax revenues. Chairman Graves noted that this measure marks the beginning of a broader conversation about long-term alternatives to the gas tax for funding transportation infrastructure. Prior to its markup hearing, the proposal included new annual fees, adjusted annually to account for inflation: \$200 for electric vehicles, \$100 for hybrids, and \$20 for all other vehicles, with certain exceptions. The fee on electric and hybrid vehicles would begin on October 1, 2026, and continue through October 1, 2035. The fee on other vehicles would begin on October 1, 2030, and expire on October 1, 2034. During the markup, an amendment was approved that would strike the \$20 fee on passenger vehicles and would increase the annual fee for electric vehicles to \$250.

The bill also outlines that these fees would be collected by state departments of motor vehicles and remitted to the Federal Highway Administration (FHWA). While states are not required to implement the program, they are incentivized to do so through two mechanisms: grants of up to \$2 million to support implementation, and a penalty that would reduce a state's annual highway funding allocation of an amount equal to 125 percent of the estimated federal registration fee if it does not comply, starting in fiscal year 2027. Representative Rouzer (R-NC) noted these fees are intended to ensure all road users contribute fairly. A large coalition of transportation stakeholders, including the American Public Transportation Association and the American Association of State Highway and Transportation Officials, submitted a letter supporting the vehicle fees to provide continuity and predictability for Highway Trust Fund revenues; the letter is included in Attachment A. It remains unclear whether this funding will follow the traditional highway-transit split.

The proposal also includes rescissions of unobligated funds from the Inflation Reduction Act. These include grants under the FHWA, such as Neighborhood Access and Equity Grants, Environmental Review Implementation Funds, and Low-Carbon Transportation Materials Grants, as well as funding from the General Services Administration for green building programs and the Federal Aviation Administration's (FAA) Alternative Fuel and Low-Emission Aviation Technology Program. During the markup hearing, Democrat committee members opined the partisan nature of this process and the potential negative impacts these proposals will have on Americans. It should also be noted that Democrats proposed amendments to restore funding for transit, particularly for

zero-emission buses and support the 2028 Los Angeles Olympics and Paralympics, but those efforts were unsuccessful. In addition to the electric vehicle fees and rescissions from the Inflation Reduction Act, the T&I Committee's reconciliation bill provides funding for the FAA to update air traffic control facilities and support workforce needs. It also includes funding for the United States Coast Guard to acquire new vessels and improve infrastructure. Staff is continuing to monitor other committee bill proposals pertaining to reconciliation, such as the Ways and Means Committee.

Update on Public Employees' Pension Reform Act of 2013 and Federal Transit Grant Certification

The California Public Employees' Pension Reform Act of 2013 (PEPRA) has been a central point of legal and administrative debate for over a decade, particularly concerning the retention of collective bargaining rights for transit employees. On March 31, 2025, the United States Department of Labor (USDOL) issued a formal determination reaffirming its position that PEPRA does not infringe on collective bargaining rights and is not to be used as the reason to prevent certification of federal transit grants under Section 13(c) of the Federal Transit Act.

PEPRA was enacted by the California Legislature to address significant concerns over the long-term fiscal sustainability of the State's public pension systems. The law implemented sweeping changes to public employee retirement benefits, including increased employee contributions, a cap on pensionable earnings, new benefit formulas for newly hired employees, and the elimination of certain benefit enhancement practices. These reforms applied to the vast majority of state and local public employees, including those working for transit agencies, such as the Orange County Transportation Authority (OCTA).

The litigation surrounding PEPRA stems from a conflict between state-level pension reforms and federal requirements tied to transit funding. Under Section 13(c) of the Federal Transit Act, transit agencies must maintain the continuation of collective bargaining rights in order to qualify for federal financial assistance. Labor organizations, most prominently the Amalgamated Transit Union (ATU), have long argued that PEPRA unlawfully infringes on these rights by imposing mandatory pension terms without negotiation, thereby violating the conditions of federal funding eligibility.

Initially, USDOL denied certification to multiple California transit grants in 2013 and 2015, citing PEPRA's conflict with Section 13(c). Following legal challenges by the State of California and impacted agencies, a federal district court in 2018 issued an injunction barring USDOL from denying certification on the basis of PEPRA. USDOL then reversed its position in 2019, finding that PEPRA did not substantively impair collective bargaining. This interpretation was briefly reversed again in 2021, but the most recent determination now reaffirms the Department's 2019 conclusion. In its March 2025 letter, USDOL stated that

PEPRA, while imposing statutory limitations on pension benefits, does not preclude transit agencies and labor unions from collectively bargaining within those parameters. USDOL emphasized that Section 13(c) grants its discretion to assess whether protective arrangements are “fair and equitable,” and found that PEPRA does not rise to the level of interference that would justify denying certification.

As a result, USDOL concluded that recent objections submitted by ATU were not sufficient under federal regulations and proceeded with certification for the relevant California transit grants. This decision reinforces the current position that transit agencies operating under PEPRA remain eligible for federal assistance, provided that all other applicable requirements are met.

United States Department of Transportation Letter on Federal Funding Compliance

On April 25, 2025, United States Transportation Secretary Sean Duffy issued a letter to all recipients of federal transportation funding outlining the latest interpretation of compliance requirements under existing federal law (Attachment B). The letters specifically details the following requirements:

- United States Department of Transportation (USDOT) funding recipients are prohibited from engaging in discriminatory actions in their policies, programs, and activities, including in administering contracts, and their employment practices. The letter identifies the following areas for compliance:
 - Any policy, program, or activity that is premised on a prohibited classification, including discriminatory policies or practices designed to achieve diversity, equity, and inclusion goals is presumptively in violation.
 - Recipients must also ensure that personnel practices are merit-based and do not discriminate based on prohibited categories.
 - Recipients are precluded from allocating money received under USDOT awards based on suspect classifications.
- USDOT funding recipients must also cooperate with federal authorities in the enforcement of federal law. This includes cooperating with, and not impeding, U.S. Immigration and Customs Enforcement and other federal offices and components of the Department of Homeland Security in the enforcement of federal immigration law. As part of this requirement, the letter specifies that recipients must ensure that federal financial assistance they receive from USDOT is “only provided to subrecipients, businesses or service providers that are U.S. Citizens or US Nationals and Lawful Permanent Residents or legal entities allowed to do business in the U.S., and which do not employ illegal aliens.”

Within the letter is a reminder that USDOT may, within its oversight responsibilities, initiate enforcement actions which could include audits, possible recovery of funds that were misspent, or termination of funding in responses to breaches in agreement or if USDOT determines that continued funding is no longer in the public interest. Technical guidance and support through program offices are offered to help with these obligations. OCTA's legal counsel has reviewed the letter and does not anticipate any impact to the agency's federal funding. OCTA's hiring practices are merit-based, and the agency is not involved in immigration enforcement. OCTA will continue to work with federal partners to ensure proper use of all federal funds.

Summary of America Builds: A Review of Our Nation's Transit Policies and Programs Hearing

On April 9, 2025, the House T&I Subcommittee (Subcommittee) on Highways and Transit held a hearing titled "*America Builds: A Review of Our Nation's Transit Policies and Programs*". Subcommittee Chairman Rouzer opened the hearing remarking that despite receiving funding to increase ridership lost during the coronavirus (COVID-19) pandemic, ridership levels nationwide are still at 79 percent of pre-pandemic levels. When presenting these ridership and funding statistics, Chairman Rouzer also inquired whether "ridership" is the only variable that is worth examining when determining the success of the United States' transit systems.

Nathaniel P. Ford Sr., Chief Executive Officer of the Jacksonville Transportation Authority, testified on behalf of the American Public Transportation Association. In his opening remarks, he emphasized that every dollar invested in public transportation generates a \$5 return to the economy. He urged Congress to continue robust funding to address the \$100 billion state of good repair backlog and to meet the needs of transit riders in both urban and rural areas. Barbara K. Cline, Executive Director of Prairie Hills Transit, spoke on behalf of the Community Transportation Association of America. She advocated for a more equitable approach to distributing discretionary funding for rural transit agencies, noting that these funds are already highly competitive and difficult to secure.

Matthew Booterbaugh, Chief Executive Officer at Régie Autonome des Transports Parisiens Development USA, testified on behalf of the North American Transit Alliance. He highlighted the benefits of private contracting for transit agencies, emphasizing how contractors add value through operational and maintenance efficiencies, cost savings from competitive bidding, and the adoption of innovative technologies such as alternative fuel vehicles. Baruch Feigenbaum, Senior Managing Director of Transportation Policy at the Reason Foundation, outlined several challenges facing transit agencies nationwide. He identified crime, declining ridership, maintenance backlogs, and a disproportionate focus on attracting choice riders rather than serving dependent riders. He stressed that high-profile crime incidents can deter

ridership by making passengers feel unsafe. There was general agreement among the Subcommittee members on the urgency of addressing operator assaults. Greg Regan, President of the Transportation Trades Department on behalf of the American Federation of Labor and Congress of Industrial Organizations, called for greater protections for transit workers in the upcoming surface transportation reauthorization bill. He recommended that the bill includes a safety framework for autonomous vehicles, require transit agencies to submit comprehensive workforce development plans, and ensure that workers are retrained rather than replaced.

Some Subcommittee members criticized what they viewed as excessive spending on transit projects under the IIJA, referencing Chairman Rouzer's comment that these investments have not corresponded with increased ridership. In contrast, Representative Davids (D-KS) proposed allowing more flexibility in the use of 5307 formula funds to sustain transit service. Representative Johnson Jr. (D-GA) asked witnesses what support transit agencies need from Congress to avoid financial instability and maintain operations. Mr. Regan responded that the reauthorization bill must account for the diverse needs of agencies, some requiring more capital investment while others needing operational support. Some Subcommittee members asked if recent actions by the Administration have affected the transit industry. Witnesses acknowledged some unease, with agencies adjusting project language and expressing concern over potential federal funding cuts.

Overall, the discussion centered on strategies to increase ridership, secure equitable and sustainable funding, and protect both transit workers and passengers.

Summary of House Transportation and Infrastructure Subcommittee on Highways and Transit Hearing on Highway Trust Fund

On April 29, 2025, the House T&I Subcommittee held a hearing titled *"America Builds: The Need for a Long-Term Solution for the Highway Trust Fund."* Chairman Graves and Subcommittee Chairman Rouzer opened the hearing by warning of the Highway Trust Fund's looming \$142 billion shortfall and stressed the need to restore the user-pays principle through new revenue streams, including a proposed registration fee on electric and hybrid vehicles. Both emphasized that continued reliance on General Fund transfers is unsustainable and would jeopardize future surface transportation programs.

Several members used the hearing to voice broader concerns about the Highway Trust Fund's current structure and investment priorities. Representative Garcia (D-CA) criticized the 80/20 funding split favoring highways over public transit, arguing that it perpetuates environmental injustice and worsening congestion. He opposed a proposed \$200 electric vehicle fee as punitive, while witness Jeff Davis, Senior Fellow at the Eno Center for Transportation, responded that a fairer electric vehicle fee based on average fuel tax contributions would be closer

to \$90 per year. Representative Friedman (D-CA) delivered an extended critique of highway expansion strategies, citing that despite a 42 percent increase in freeway lane miles between 1993 and 2017, congestion in the 100 largest United States metro areas grew by 144 percent. She emphasized that expanding highways to solve congestion causes induced demand, with real-world impacts including billions in wasted fuel, excess greenhouse gas emissions, and billions of hours lost annually to traffic. Representative Friedman argued for significantly greater investments in urban mass transit, which she argued reduces congestion but lowers emissions, supports public health, and creates economic savings for households who would otherwise face high transportation costs.

Representative Brownley (D-CA) expressed frustration that the House Ways and Means Committee has not held a major hearing on Highway Trust Fund solvency since 2004, calling for a joint committee hearing to drive real solutions. She also raised the importance of federal involvement in supporting transportation needs for the 2034 Winter Olympics in the State of Utah, asking whether discussions with Los Angeles and California leaders on Olympic planning could serve as a model. Mr. Braceras, Executive Director, Utah Department of Transportation, responded that the State of Utah has been working closely with transportation experts and emphasized that federal support will be critical, particularly for transit operations and security, just as it was during the successful 2002 Salt Lake City Games. Representative LaMalfa (R-CA) added concerns about the long-term fiscal trajectory of the Trust Fund, and Mr. Davis noted that slowing vehicle miles traveled, increasing vehicle efficiency, and repeated federal overspending are key contributors to the Highway Trust Fund's current challenges.

While witnesses offered various solutions, including electric vehicle fees, mileage-based user fees, and expanding private financing tools, the hearing closed with bipartisan agreement that piecemeal fixes will not be enough. Members stressed that ensuring the Highway Trust Fund's long-term solvency will require both modernized, equitable revenue strategies and a fundamental reassessment of how federal transportation dollars are allocated to meet today's economic, environmental, and public health needs.

Summary

An update is provided on recent developments pertaining to ongoing reconciliation negotiations and on the Public Employees' Pension Reform Act of 2013 and its effect on federal transit funding. A summary of a United States Department of Transportation letter on funding compliance and an overview of two congressional hearings is given.

Attachments

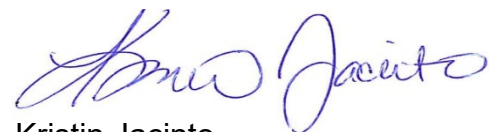
- A. Letter from Coalition of Transportation Stakeholders to the Honorable Sam Graves, Chairman, House Transportation and Infrastructure Committee, dated April 25, 2025, re: Highway Trust Fund Revenues
- B. Letter from Sean P. Duffy, Secretary, Department of Transportation, to All Recipients of U.S. Department of Transportation Funding, dated April 24, 2025, re: Federal Compliance Requirements
- C. Potomac Partners DC, Monthly Legislative Report – April 2025

Prepared by:



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Government Relations
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April 25, 2025

The Hon. Sam Graves
Chairman
Committee on Transportation & Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Chairman Graves:

Investing in the nation's infrastructure provides far-reaching economic benefits. Recent congressional support for roads, bridges and public transportation systems has helped deliver much-needed projects to every congressional district across the country. These improvements have enhanced safety, mobility and efficiency nationwide.

These outcomes are made possible by the continuity and predictability of funding supported by a healthy Highway Trust Fund (HTF). At present, HTF revenues are generated primarily through user fees on the sale of gas and diesel fuels, along with transfers from the General Fund to make up for insufficient revenues.

However, improvements to vehicle efficiency and the influx of hybrid and electric vehicles have resulted in a system where all users of the system are not treated fairly. Instead, some users pay for the maintenance of the system, while other users pay less or nothing at all. At the same time, user fee revenue has not met system needs.

The undersigned organizations urge you to include a fee on electric and hybrid vehicles in the committee's upcoming reconciliation measure and dedicate the revenues solely to the HTF. While this solution would only partly enhance HTF revenues, it would help ensure all users of the system are paying for its upkeep.

We are grateful for the support Congress has provided for the nation's surface transportation infrastructure network and look forward to working with you to ensure users of the system equitably pay for their maintenance and expansion.

Sincerely,

American Road & Transportation Builders Association
Associated General Contractors of America
American Society of Civil Engineers
International Union of Operating Engineers
American Public Transportation Association
American Trucking Associations
American Association of State Highway and Transportation Officials

Associated Equipment Distributors
American Concrete Pavement Association
American Short Line and Regional Railroad Association
Association of Equipment Manufacturers
Independent Lubricant Manufacturers Association
American Concrete Pipe Association
American Institute of Steel Construction
National Steel Bridge Alliance
American Traffic Safety Services Association
National Ready Mixed Concrete Association
National Asphalt Pavement Association
Portland Cement Association
American Subcontractors Association
Design-Build Institute of America
Association of American Railroads
National Stone, Sand & Gravel Association
Precast/Prestressed Concrete Institute
American Council of Engineering Companies
Transportation Intermediaries Association (TIA)
Laborers International Union of North America
National Utility Contractors Association
Concrete Reinforcing Steel Institute
American Coal Ash Association
Essential Minerals Association

Cc: Transportation & Infrastructure Committee Members



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

April 24, 2025

To All Recipients of U.S. Department of Transportation Funding:

The U.S. Department of Transportation (Department or DOT) distributes substantial Federal financial assistance for thousands of projects, programs, and activities operated or initiated by diverse entities, including but not limited to State and local governments. The Department administers this Federal financial assistance to support the development and maintenance of the Nation's transportation infrastructure, pursuant to statutory authority and in accordance with binding contractual agreements in the form of Federal financial assistance agreements, usually grants, cooperative agreements, and loans. Accordingly, I write to clarify and reaffirm pertinent legal requirements, to outline the Department's expectations, and to provide a reminder of your responsibilities and the consequences of noncompliance with Federal law and the terms of your financial assistance agreements. It is the policy of the Department to award and to continue to provide Federal financial assistance only to those recipients who comply with their legal obligations.

As recipients of such DOT funds, you have entered into legally enforceable agreements with the United States Government and are obligated to comply fully with all applicable Federal laws and regulations. These laws and regulations include the United States Constitution, Federal statutes, applicable rules, and public policy requirements, including, among others, those protecting free speech and religious liberty and those prohibiting discrimination and enforcing controls on illegal immigration. As Secretary of Transportation, I am responsible for ensuring recipients of DOT financial assistance are aware of and comply with all applicable legal obligations.

The Equal Protection principles of the Constitution prohibit State and Federal governmental entities from discriminating on the basis of protected characteristics, including race. Indeed, as the Supreme Court declared in *Students for Fair Admission, Inc. v. Harvard (SFFA)*, 600 U.S. 181, 206 (2023), "[t]he clear and central purpose of the Fourteenth Amendment was to eliminate all official state sources of invidious racial discrimination in the States." The Court further noted that "[o]ne of the principal reasons race is treated as a forbidden classification is that it demeans the dignity and worth of a person to be judged by ancestry instead of by his or her own merit and essential qualities." *Id.* at 220. In ruling that race-based admissions programs at universities violated the Equal Protection Clause, the Court made clear that discrimination based on race is, has been, and will continue to be unlawful, except in rare circumstances. *Id.* at 220-21. Similarly, sex-based classifications violate the Equal Protection Clause absent "exceedingly persuasive" justification. *See United States v. Virginia*, 518 U.S. 515, 533 (1996).

These constitutional principles are reinforced by the Civil Rights Act of 1964, which prohibits discrimination based on protected characteristics in the Federal funding and employment contexts in Title VI (42 U.S.C. § 2000d *et seq.*) and Title VII (42 U.S.C. § 2000e-2), as well as the applicable non-discrimination clauses in the Federal Aid Highway Act of 1973 (23 U.S.C. §§ 140 and 324 *et seq.*), the Airport and Airway Improvement Act of 1982, (49 U.S.C. § 47123), and Title IX of the Education Amendments of 1972, as amended (20 U.S.C. § 1681 *et seq.*).

Based on binding Supreme Court precedent and these Federal laws, DOT is prohibited from discriminating based on race, color, national origin, sex, or religion in any of its programs or activities. Moreover, because DOT may not establish, induce, or endorse prohibited discrimination indirectly,¹ it must ensure that discrimination based on race, color, national origin, sex, or religion does not exist in the programs or activities it funds or financially assists.

These same principles apply to recipients of Federal financial assistance from DOT, as both a matter of Federal law and by virtue of contractual provisions governing receipt of DOT funding. Accordingly, DOT recipients are prohibited from engaging in discriminatory actions in their own policies, programs, and activities, including in administering contracts, and their employment practices.

Whether or not described in neutral terms, any policy, program, or activity that is premised on a prohibited classification, including discriminatory policies or practices designed to achieve so-called “diversity, equity, and inclusion,” or “DEI,” goals, presumptively violates Federal law. Recipients of DOT financial assistance must ensure that the personnel practices (including hiring, promotions, and terminations) within their organizations are merit-based and do not discriminate based on prohibited categories. Recipients are also precluded from allocating money received under DOT awards—such as through contracts or the provision of other benefits—based on suspect classifications. Any discriminatory actions in your policies, programs, and activities based on prohibited categories constitute a clear violation of Federal law and the terms of your grant agreements.

In addition, your legal obligations require cooperation generally with Federal authorities in the enforcement of Federal law, including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in the enforcement of Federal immigration law. DOT has noted reported instances where some recipients of Federal financial assistance have declined to cooperate with ICE investigations, have issued driver’s licenses to individuals present in the United States in violation of Federal immigration law, or have otherwise acted in a manner that impedes Federal law enforcement. Such actions undermine Federal sovereignty in the enforcement of immigration law, compromise the safety and security of the transportation systems supported by DOT

¹ See *SFFA*, 600 U.S. at 230; *Norwood v. Harrison*, 413 U.S. 455, 465 (1973).

financial assistance, and prioritize illegal aliens over the safety and welfare of the American people whose Federal taxes fund DOT's financial assistance programs.

Under the Constitution, Federal law is "the supreme Law of the Land." U.S. Const. Art. VI. That means that where Federal and State legal requirements conflict, States and State entities must follow Federal law. Declining to cooperate with the enforcement of Federal immigration law or otherwise taking action intended to shield illegal aliens from ICE detection contravenes Federal law and may give rise to civil and criminal liability. *See* 8 U.S.C. § 1324 and 8 U.S.C. § 1373. Accordingly, DOT expects its recipients to comply with Federal law enforcement directives and to cooperate with Federal officials in the enforcement of Federal immigration law. The Department also expects its recipients to ensure that the Federal financial assistance they receive from DOT is provided only to subrecipients, businesses, or service providers that are U.S. Citizens or U.S. Nationals and Lawful Permanent Residents (LPRs) or legal entities allowed to do business in the U.S. and which do not employ illegal aliens.

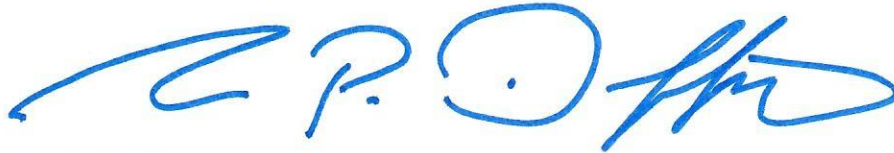
This letter provides notice of the Department's existing interpretation of Federal law. The Department will vigorously enforce the law on equal terms as to all its recipients and intends to take appropriate measures to assess their compliance based on the interpretation of Federal law set forth in this letter. Adherence to your legal obligations is a prerequisite for receipt of DOT financial assistance. Noncompliance with applicable Federal laws, or failure to cooperate generally with Federal authorities in the enforcement of Federal law, will jeopardize your continued receipt of Federal financial assistance from DOT and could lead to a loss of Federal funding from DOT.

The Department retains authority, pursuant to its oversight responsibilities and the terms of your agreements, to initiate enforcement actions, such as comprehensive audits and possible recovery of funds expended in a manner contrary to the terms of the funding agreement. DOT may also terminate funding in response to substantiated breaches of the terms of the agreement, or if DOT determines that continued funding is no longer in the public interest. These steps, within DOT's discretion, are intended to ensure accountability and protect the integrity of Federal programs.

To assist grant recipients in meeting their legal obligations, DOT offers technical guidance and support through its program offices. Should you require clarification regarding your obligations, you are encouraged to contact your designated DOT representative promptly. Proactive engagement is strongly advised to prevent inadvertent noncompliance.

DOT remains committed to advancing a transportation system that serves the public interest efficiently and unleashes economic prosperity and a superior quality of life for American families. This mission depends upon your strict adherence to the legal framework governing our partnership, and I trust you will take all necessary steps to comply with Federal law and satisfy your legal obligations.

Sincerely,

A handwritten signature in blue ink, appearing to read "S.P. Duffy". The signature is stylized and fluid, with the first name "Sean" and last name "Duffy" clearly legible.

Sean P. Duffy



Monthly Legislative Report – April 2025

Advocacy Meetings

Office of Congressman Mike Levin (D-CA) – We followed up with Rep. Levin’s staff regarding the Orange County Transportation Authority’s (OCTA) Community Project Funding (CPF) request for the Interstate 5 (I-5) Improvement Project between the Avenida Pico interchange and the San Diego County Line. The project will reduce traffic congestion and provide intercounty connectivity between Orange County and San Diego County.

Office of Congresswoman Young Kim (R-CA) – We worked with staff to facilitate submission of the I-5 Improvement Project between Yale Avenue and State Route 55 (SR-55) CPF request for OCTA.

Office of Congresswoman Linda Sanchez (D-CA) – We facilitated the submission of the Orange County (OC) Loop Project CPF request for OCTA and followed up with staff to provide support letters and additional information on the project’s funding history.

Congressman Derek Tran (D-CA) – We facilitated the submission of the State Route 57 (SR-57) Improvement Project between Lambert Road and the Orange County Line CPF request for OCTA and followed up with staff.

Congressman David Min (D-CA) – We helped submit OCTA’s CPF request to support the deployment of advanced technology upgrades to signals throughout Orange County. We also met with the staff to provide additional information regarding OCTA’s board adopted Surface Transportation Reauthorization legislation principles, and we are scheduling a follow up call in May to discuss possible legislative language that would restore local suballocation authority for Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds.

Congressman Lou Correa (D-CA) – We helped submit OCTA’s CPF request to support the State Route 91 (SR-91) Improvement Project between Acacia Street and La Palma Avenue. We also met with staff to discuss OCTA’s Surface Transportation Authorization principles and requests to include the restoration of local suballocation authority for STB and CMAQ funds. In a separate meeting, we also discussed possible appropriations funding to help the Southern California region prepare for the 2028 Olympic and Paralympic Games.

Office of Senator Adam Schiff (D-CA) – We helped facilitate a Congressionally Directed Spending (CDS) request for funding to expand OCTA’s Rideshare Vanpool Program in Orange County with an all-electric option and followed up with staff regarding additional support letters and information. We also followed up with the office on submitting OCTA’s Surface Transportation Reauthorization principles to their office portal.

Office of Senator Alex Padilla (D-CA) – We helped facilitate a CDS request for funding OCTA’s *Alternative Fuel Paratransit Bus Pilot* program and followed up with staff regarding

additional support letters and information. We also discussed with staff support for additional federal transportation funding to help the Southern California region prepare for the 2028 Olympic and Paralympic Games.

House Transportation & Infrastructure (T&I) Subcommittee on Highways and Staff –

We met with subcommittee staff several times this month to discuss OCTA’s surface transportation reauthorization requests and the timing for a potential markup of the bill. We also discussed possible language for the legislation that would restore local suballocation authority for STBG and CMAQ funds. We also discussed preservation of tolling policies that allow for locally driven reinvestment of toll revenues into transportation systems.

Senate Banking Committee, Minority Staff –

We followed up Minority staff to discuss reforms to simplify the application processes and ensure a more equitable and balanced distribution of discretionary transit funding.

Senate Environment and Public Works Committee, Majority Staff –

We followed up with the committee staff to discuss the Surface Transportation Reauthorization legislation in the Senate following the April 2nd Committee hearing where Secretary Duffy testified on U.S. Department of Transportation’s (USDOT) principles for the reauthorization, which echoed Chair Capito’s (R-WV) principles. We also followed up with the committee staff to discuss the importance of the CMAQ program to achieving air quality goals.

House T&I Subcommittee on Railroads Majority Staff –

We followed up with committee staff to discuss reforms to expedite environmental reviews and federal approvals for rail projects.

Budget Reconciliation Update for April

Congress returned from a two-week Spring Recess on April 28th, 2025. House and Senate leadership continue to focus on passing their respective budget reconciliation packages that will fund the Trump Administration’s domestic priorities. Prior to leaving for their two-week recess, both the House and Senate adopted their budget resolutions, the prelude to committees being able to markup reconciliation bills that will cut spending and make specific tax cuts permanent. Once all the relevant House Committees markup their portion of the reconciliation bill, House Speaker Mike Johnson indicated that the House currently plans to bring their reconciliation bill to the House Floor the week of May 19, 2025, prior to Congress adjourning for the Memorial Day holiday.

House Republicans have sought to work out additional details before public-facing committee markups begin. Speaker Mike Johnson is managing opposition from both fiscal conservatives and moderates in his party. To overcome initial opposition from some House Republican members, he is targeting approximately \$1.5 trillion in funding cuts. An April 14 letter from other more moderate Republican members said they could not support a bill with the proposed \$880 billion in cuts to Medicare and Medicaid. To try and balance these issues, the idea of a tax increase on incomes over \$1 million was proposed by some Congressional Republicans but has been largely rejected by GOP leadership.

The House markup schedule currently is as follows:

Armed Services: April 28; *Committee Print Passed 35-21*
Homeland Security: April 28 *Committee Print Passed 18-14*
Education and Workforce: April 28 *Committee Print Passed 21-14*
Financial Services: April 30 *Committee Print Passed 30-22*
Oversight and Government Reform: April 30 *Committee Print Passed 22-21*
Judiciary: April 30 *Committee Print Passed 23-17*
Transportation and Infrastructure: April 30 *Committee Print Passed 36-30*
Agriculture: Week of May 5
Energy and Commerce (Medicare/Medicaid): May 7
Ways and Means (Taxes): Later in May

Providing additional incentive for Congress to move quickly on reconciliation, Treasury is close to finalizing when the US will hit the debt limit (which is likely late August) and begin to default on its financial obligations. The debt limit was suspended from 2023 to January 2, 2025, at which point it had been exceeded, and the Treasury began taking “extraordinary measures” to keep the US from default. The economic consequences of hitting the debt ceiling would be severe, and as such, it is a significant motivating factor for Republicans to push reconciliation forward quickly and include some remedy for the debt ceiling.

House T&I Committee Marks up Budget Reconciliation

At the end of the month, the House T&I Committee approved its budget reconciliation proposal, which combines additional funding for border and national security and for improving America’s air traffic control system with other deficit-reducing provisions that could provide a targeted net reduction of more than \$10 billion.

A manager’s amendment offered by Chairman Graves was approved by a vote of 36-30. This manager’s amendment made technical changes, removed a \$20 vehicle registration fee, and increased the Electric Vehicle (EV) fee to \$250 (while retaining the \$100 hybrid fee).

Included in the amendment that rescinded unobligated funds for Inflation Reduction Act (IRA) and Bipartisan Infrastructure LAW (BIL) programs to include:

- Neighborhood Access and Equity Grants;
- Environmental Review Implementation Funds;
- Low-Carbon Transportation Materials Grants under the Federal Highway Administration;
- Assistance for Federal Buildings, Use of Low-Carbon Materials, and Emerging Technologies funding under the General Services Administration (GSA).
- The Federal Aviation Administration’s (FAA’s) Alternative Fuel and Low-Emission Aviation Technology Program.

More information from the Committee markup can be found [here](#).

House T&I Committee Hearings on Surface Transportation Reauthorization

Like the Senate EPW committee's hearing on April 2nd, the House T&I Committee held two hearings to discuss their principles for the Surface Transportation Reauthorization. The first hearing on April 9th focused on mass transit policies and programs. The full hearing and witness testimony documents are available [here](#). The second hearing on April 29th focused on the need for a long-term solution to the Highway Trust Fund. The full hearing is available [here](#). We are expecting in May for the Secretary of Transportation to testify at both a T&I hearing as well as an Appropriations hearing regarding the President's Budget.

President Trump Releases his Fiscal Year 2026 "Skinny" Budget

President Trump sent his first proposed budget to Congress for FY26. The budget is unofficially called a "skinny" budget, since it doesn't have all the usual details, which are said to be forthcoming. However, the budget does outline major cuts that include the following:

- Proposes a \$163 billion (22.6%) overall reduction in discretionary spending compared to FY25.
- \$175 billion for border security.
- Significant reductions to major HUD programs.
- 13% increase in Defense spending (\$1.01 trillion)
- Major reductions in HHS spending (LIHEAP, CSBG, HSRA, NIH, SAMHSA, etc.)
- Requests increased spending in all major USDOT accounts.
- Requests defunding Economic Development Administration and the elimination of the Minority Business Development Agency (MBDA).

Most of the budget documents covers FY26 annual discretionary spending budget. It does not include mandatory spending, such as for entitlement programs where statutory eligibility changes would be needed for cuts, which will be dealt with in the Budget Reconciliation Bill.

Transportation was among the few areas not cut. The 5.8% increase appears to reflect a status quo assuming the last year of the 5-year IIJA funding in FY26.

A link to the official White House document can be found here: [The President's FY 2026 Discretionary Budget Request – OMB – The White House](#).

House Joint Resolutions Targeting Environmental Regulations

At the end of the month, the House considered and passed five joint resolutions that would vacate actions of the Biden administration, including three that would nullify waivers, not historically considered rules, allowing California to set its own vehicle emissions standards. One measure ([H.J.Res 88](#)) from Congressman John Joyce (R-PA) would block the

Environmental Protection Agency (EPA) waiver that allows California to finalize a rule that would effectively phase out the sale of new gasoline-powered cars by 2035. Because other Democratic-led states voluntarily adopt California's standards, Republicans say the waiver effectively allows California to dictate the national standard.

A joint resolution ([H.J.Res 89](#)) from Congressman Jay Obernolte (R-CA) would block California's waiver from the EPA to set stricter nitrogen oxide engine emission standards. The next resolution ([H.J.Res 87](#)) from Congressman John James (R-MI) would block the EPA's waiver allowing the state to set stricter emissions standards on heavy-duty vehicles. The other two joint resolutions target more traditional rules. A joint resolution ([H.J.Res 78](#)) introduced by Congressman Doug LaMalfa (R-CA) would nullify a rule the U.S. Fish and Wildlife Service finalized last July that listed a population of longfin smelt in the San Francisco delta as endangered under a 1973 law ([PL 93-205](#)). The fifth joint resolution ([H.J.Res 60](#)) from Congresswoman Celeste Maloy (R-UT) would nullify a rule from the National Park Service that revised rules for off-road vehicles to prohibit their use in certain areas of the Glen Canyon National Recreation Area in Utah and Arizona.