



## Orange County Transportation Authority Legislative Matrix

**2025 State Legislation Session  
March 20, 2025**

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

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

## BILLS BEING MONITORED

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

**Introduced:** 12/02/2024

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

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

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

**Subject:** Miscellaneous

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

**Introduced:** 12/02/2024

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

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

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

**Subject:** Environment

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

**Introduced:** 12/02/2024

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

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

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

**Subject:** Environment

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

**Introduced:** 12/02/2024

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

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

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

**Subject:** Miscellaneous

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

**Introduced:** 12/02/2024

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

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

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

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

**Subject:** Miscellaneous

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

**Introduced:** 01/16/2025

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

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

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

**Subject:** Public Meetings

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

**Introduced:** 01/17/2025

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

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

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

**Subject:** Miscellaneous

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

**Introduced:** 01/17/2025

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

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

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

**Subject:** Funding

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

**Introduced:** 01/21/2025

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

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

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

**Subject:** Funding

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

**Introduced:** 01/22/2025

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

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

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

**Subject:** Employment

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

**Introduced:** 01/22/2025

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

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

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

**Subject:** Public Works

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

**Introduced:** 01/23/2025

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

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

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

**Subject:** Planning

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

**Introduced:** 01/28/2025

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

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

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

**Subject:** Tolling

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

**Introduced:** 01/28/2025

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

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

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

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

**Subject:** Employment

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

**Introduced:** 01/30/2025

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

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

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

**Subject:** Employment

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

**Introduced:** 01/30/2025

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

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

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

**Subject:** Public Works

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

**Introduced:** 02/03/2025

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

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

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

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

**Subject:** Safety and Security

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

**Introduced:** 02/03/2025

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

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

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

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

**Subject:** Planning

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

**Introduced:** 02/03/2025

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

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

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

**Subject:** Public Works

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

**Introduced:** 02/04/2025

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

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

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

**Subject:** Environment



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

**Introduced:** 02/04/2025

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

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

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

**Subject:** Environment

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

**Introduced:** 02/04/2025

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

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

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

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

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

**Subject:** Energy

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

**Introduced:** 02/06/2025

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

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

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

**Subject:** Planning

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

**Introduced:** 02/06/2025

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

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

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

**Subject:** Safety and Security

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

**Introduced:** 02/06/2025

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

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

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

**Subject:** Energy

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

**Introduced:** 02/06/2025

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

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

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

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

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

**Subject:** Planning

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

**Introduced:** 02/10/2025

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

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

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

**Subject:** Environment

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

**Introduced:** 02/12/2025

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

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

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

**Subject:** Environment

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

**Introduced:** 02/12/2025

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

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

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

**Subject:** Employment

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

**Introduced:** 02/12/2025

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

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

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

**Subject:** Public Works

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

**Introduced:** 02/13/2025

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

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

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

**Subject:** Employment

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

**Introduced:** 02/13/2025

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

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

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

**Subject:** Miscellaneous

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

**Introduced:** 02/13/2025

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

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

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

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

**Subject:** Miscellaneous

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

**Introduced:** 02/13/2025

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

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

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

**Subject:** Planning

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

**Introduced:** 02/14/2025

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

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

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

**Subject:** Transit

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

**Introduced:** 02/14/2025

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

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

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

**Subject:** Environment

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

**Introduced:** 02/14/2025

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

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

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

**Subject:** Safety and Security

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

**Introduced:** 02/18/2025

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

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

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

**Subject:** Environment

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Miscellaneous

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Public Works

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Miscellaneous

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Transit

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Public Works

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Employment

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Public Works

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Planning

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Funding



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

**Introduced:** 02/19/2025

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

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

**Summary:** The State Air Resources Board has adopted the Advanced Clean Fleets Regulations, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles, as provided. This bill would exempt emergency telecommunications vehicles owned or purchased by emergency telecommunications service providers that are used to participate in the federal Emergency Alert System, to provide access to 911 emergency services, or to provide wireless connectivity during service outages from specified requirements in the above-described regulations. (Based on 02/19/2025 text)

**Subject:** Zero Emission

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Funding

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Active Transportation

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Active Transportation

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Active Transportation

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Active Transportation

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

**Introduced:** 02/20/2025

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

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

**Summary:** CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would provide an exemption from CEQA those projects or actions taken for the installation, maintenance, repair, or replacement of culverts and those projects or actions taken for the repair or replacement of a bridge with a span of 200 feet or less.

**Subject:** Environment, Planning

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Transit

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Transit

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Employment

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Transit

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Employment

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Environment, Transit

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Employment

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Miscellaneous

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Miscellaneous, Transit

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

**Introduced:** 02/20/2025

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

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

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

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

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

**Introduced:** 02/20/2025

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

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

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

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

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Miscellaneous

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

**Introduced:** 02/21/2025

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

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

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

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

**Introduced:** 02/21/2025

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

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

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

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

**Introduced:** 02/21/2025

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

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

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

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

**Introduced:** 02/21/2025

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

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

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

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

**Introduced:** 02/21/2025

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

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

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

**Subject:** Employment

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

**Introduced:** 02/21/2025

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

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

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

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

**Introduced:** 02/21/2025

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

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

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

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

**Introduced:** 02/21/2025

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

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

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

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

**Introduced:** 02/21/2025

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

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

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

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

**Introduced:** 02/21/2025

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

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

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

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

**Introduced:** 02/21/2025

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

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

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

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

**Introduced:** 02/13/2025

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

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

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

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

**Introduced:** 12/02/2024

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

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

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

**Subject:** Environment



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

**Introduced:** 12/02/2024

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

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

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

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

**Subject:** Tolling

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

**Introduced:** 12/02/2024

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

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

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

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

**Subject:** Transit

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

**Introduced:** 12/02/2024

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

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

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

**Subject:** Environment

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

**Introduced:** 01/15/2025

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

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

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

**Subject:** Environment

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

**Introduced:** 01/15/2025

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

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

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

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

**Subject:** Funding

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

**Introduced:** 01/15/2025

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

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

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

**Subject:** Reports

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

**Introduced:** 01/27/2025

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

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

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

**Subject:** Environment

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

**Introduced:** 01/28/2025

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

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

**Summary:** CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Land Use and Climate Innovation, formerly named the Office of Planning and Research, to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the guidelines to specifically include criteria for public agencies to follow in determining whether or not a proposed project may have a significant effect on the environment. This bill would require, on or before July 1, 2027, the Office of Land Use and Climate Innovation to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines in Appendix O of the CEQA guidelines to establish best practices for public agencies to follow in determining whether or not a proposed project may have a significant effect on the environment when completing Appendix G of the CEQA guidelines. The bill would require the best practices to consider, and include identifiable thresholds of significance based on, specified state and federal environmental laws. The bill would authorize the office, in developing those guidelines, to consult with local, regional, state, and federal agencies that have authority and expertise on those subjects.

**Subject:** Environment

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

**Introduced:** 01/28/2025

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

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

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

**Summary:** CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Land Use and Climate Innovation, formerly named the Office of Planning and Research, to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. The CEQA guidelines require a lead agency, immediately after deciding that an environmental impact report is required for a project, to send a notice of preparation stating that an environmental impact report will be prepared to the office and each responsible and trustee agency, as specified. This bill would require the office to conduct a study to, among other things, evaluate how locked-in guidelines could impact regulatory certainty for project proponents, lead agencies, and stakeholders and assess how locked-in guidelines could affect the speed and efficiency of the environmental review process pursuant to CEQA. The bill would define "locked-in guidelines" as CEQA guidelines, that are in effect at the time of the first issuance of the notice of preparation for a project, that apply to the project throughout the course of the environmental review process pursuant to CEQA, regardless of changes in the guidelines that occur after the first issuance of the notice of preparation. The bill would require, on or before January 1, 2027, the office to submit a report to the Governor and the Legislature on the study. The bill would repeal these provisions on January 1, 2028.

**Subject:** Environment

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

**Introduced:** 01/30/2025

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

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

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

**Subject:** Public Meetings

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

**Introduced:** 01/30/2025

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

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

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

**Subject:** Miscellaneous

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

**Introduced:** 02/03/2025

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

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

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

**Subject:** Planning

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

**Introduced:** 02/04/2025

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

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

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

**Subject:** Public Works

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

**Introduced:** 02/05/2025

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

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

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

**Subject:** Miscellaneous

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

**Introduced:** 02/10/2025

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

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

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

**Subject:** Zero Emission

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

**Introduced:** 02/12/2025

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

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

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

**Subject:** Planning

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

**Introduced:** 02/13/2025

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

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

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

**Subject:** Transit

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

**Introduced:** 02/13/2025

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

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

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

**Subject:** Environment

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

**Introduced:** 02/14/2025

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

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

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

**Subject:** Transit

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

**Introduced:** 02/18/2025

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

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

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

**Subject:** Zero Emission

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

**Introduced:** 02/18/2025

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

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

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

**Subject:** Environment

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

**Introduced:** 02/18/2025

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

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

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

**Subject:** Environment

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Employment

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Miscellaneous



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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Employment

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Public Meetings

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Environment

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Zero Emission

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Funding

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

**Introduced:** 02/19/2025

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

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

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

**Subject:** Employment

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Environment

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

**Introduced:** 02/20/2025

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

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

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

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

**Introduced:** 02/20/2025

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

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

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

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

**Introduced:** 02/20/2025

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

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

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

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Public Works, Transit

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

**Introduced:** 02/20/2025

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

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

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

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Employment

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Employment

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

**Introduced:** 02/20/2025

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

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

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

**Subject:** Active Transportation

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

**Introduced:** 02/21/2025

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

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

**Summary:** CEQA requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA defines "responsible agency" for purposes of the act to include a public agency, other than a lead agency, that has responsibility for, among other things, approving a project. This bill would expand the definition of "responsible agency" to include a public agency, other than the lead agency, that has responsibility for permitting a project. To the extent this bill would impose new duties on local agencies related to new responsible agency designations, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

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

**Introduced:** 02/21/2025

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

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

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

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

**Introduced:** 02/21/2025

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

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

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

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

**Introduced:** 02/21/2025

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

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

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

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

**Introduced:** 02/21/2025

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

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

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

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

**Introduced:** 02/21/2025

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

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

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

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

**Introduced:** 02/21/2025

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

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

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

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

**Introduced:** 02/21/2025

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

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

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