



**Orange County Transportation Authority Legislative Matrix**

**2025 State Legislation Session  
February 20, 2025**

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<b>BILLS WITH POSITIONS</b>			
<p>▶ <b>AB 394</b> <b>(Wilson – D)</b></p> <p>Crimes: public transportation providers.</p>	<p><i>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.</i></p>	<p><b>INTRODUCED:</b> 02/03/2025 <b>LOCATION:</b> Senate <i>Environmental Quality Committee</i></p> <p><b>STATUS:</b> 02/04/2025 <i>In ASSEMBLY. From printer. May be heard in committee March 6.</i></p>	<p><b>STAFF RECOMMENDS SUPPORT</b></p> <p><i>Support: California Transit Association (co-sponsor), California Conference Board of the Amalgamated Transit Union (co-sponsor), California Teamsters Public Affairs Council</i></p>
<p>▶ <b>SB 71</b> <b>(Wiener – D)</b></p> <p>California Environmental Quality Act: exemptions: transit projects.</p>	<p><i>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.</i></p>	<p><b>INTRODUCED:</b> 01/14/2025 <b>LOCATION:</b> Senate <i>Environmental Quality Committee</i></p> <p><b>STATUS:</b> 01/29/2025 <i>In SENATE. Referred to Committee on Environmental Quality and Transportation.</i></p>	<p><b>STAFF RECOMMENDS SUPPORT</b></p> <p><i>Support: California Transit Association (co-sponsor), San Francisco Bay Area Planning and Urban Research Association (co-sponsor), Bay Area Council (co-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:** 12/03/2024 - From printer. May be heard in committee January 2.

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

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

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

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

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

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

**Introduced:** 01/16/2025

**Status:** 01/17/2025 - From printer. May be heard in committee February 16.

**Location:** 01/16/2025 - Assembly PRINT

**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:** 01/18/2025 - From printer. May be heard in committee February 17.

**Location:** 01/17/2025 - Assembly PRINT

**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:** 01/18/2025 - From printer. May be heard in committee February 17.

**Location:** 01/17/2025 - Assembly PRINT

**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:** 01/22/2025 - From printer. May be heard in committee February 21.

**Location:** 01/21/2025 - Assembly PRINT

**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:** 01/23/2025 - From printer. May be heard in committee February 22.

**Location:** 01/22/2025 - Assembly PRINT

**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:** 01/23/2025 - From printer. May be heard in committee February 22.

**Location:** 01/22/2025 - Assembly PRINT

**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:** 01/24/2025 - From printer. May be heard in committee February 23.

**Location:** 01/23/2025 - Assembly PRINT

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

**Subject:** Planning

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

**Introduced:** 01/28/2025

**Status:** 01/29/2025 - From printer. May be heard in committee February 28.

**Location:** 01/28/2025 - Assembly PRINT

**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:** 01/29/2025 - From printer. May be heard in committee February 28.

**Location:** 01/28/2025 - Assembly PRINT

**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:** 01/31/2025 - From printer. May be heard in committee March 2.

**Location:** 01/30/2025 - Assembly PRINT

**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:** 01/31/2025 - From printer. May be heard in committee March 2.

**Location:** 01/30/2025 - Assembly PRINT

**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:** 02/04/2025 - From printer. May be heard in committee March 6.

**Location:** 02/03/2025 - Assembly PRINT

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

**Introduced:** 02/03/2025

**Status:** 02/04/2025 - From printer. May be heard in committee March 6.

**Location:** 02/03/2025 - Assembly PRINT

**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 394 (Wilson, D) Crimes: public transportation providers.**

**Introduced:** 02/03/2025

**Status:** 02/04/2025 - From printer. May be heard in committee March 6.

**Location:** 02/03/2025 - Assembly PRINT

**Summary:** Current law defines a battery as any willful and unlawful use of force or violence upon the person of another. Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee or contractor of a public transportation provider. The bill would authorize the court, following a conviction, to impose a prohibition order barring reentry to public transit property, as specified.

**Subject:** Safety and Security

**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: environmental mitigation.**

**Introduced:** 12/02/2024

**Status:** 01/29/2025 - 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 for environmental mitigation and restoration of the Tijuana River Valley and adjoining lands, as specified.

**Subject:** Tolling

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

**Introduced:** 01/14/2025

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

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

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report 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 active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA.

**Subject:** Environment

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

**Introduced:** 01/15/2025

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

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

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

**Subject:** Environment

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

**Introduced:** 01/15/2025

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

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

**Introduced:** 01/15/2025

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

**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:** 01/28/2025 - From printer. May be acted upon on or after February 27.

**Location:** 01/27/2025 - Senate Rules

**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:** 01/29/2025 - From printer. May be acted upon on or after February 28.

**Location:** 01/28/2025 - Senate Rules

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires 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:** 01/29/2025 - From printer. May be acted upon on or after February 28.

**Location:** 01/28/2025 - Senate Rules

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires 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 (Arreguín, D) Open meetings: teleconferencing: subsidiary body.**

**Introduced:** 01/30/2025

**Status:** 02/03/2025 - From printer. May be acted upon on or after March 2.

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

**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:** 02/03/2025 - From printer. May be acted upon on or after March 2.

**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:** 02/04/2025 - From printer. May be acted upon on or after March 6.

**Location:** 02/03/2025 - Senate Rules

**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